

FRIDAY 11 OCTOBER 2019
5:00 PM EST

HERSHEY

The Official Auction of the
AACA Eastern Division Fall Meet



Auctions



Lot 417
1930 Cadillac V-16 Sport Phaeton

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.

As such, under no circumstances will RM Sotheby's be liable for any claim made by the buyer more than 20 business days from the date of the sale. The complete and overriding Conditions of Business, which the bidder is bound by, are found at the back of this catalogue and online at rmsothebys.com.



Lot 406 | 1908 Oldsmobile Limited Prototype
Offered from the Complete Collection of John Muckel



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.

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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.

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America's Automotive Library



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AACALibrary.org

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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

BIDDER REGISTRATION

Bidding Requirements:

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

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



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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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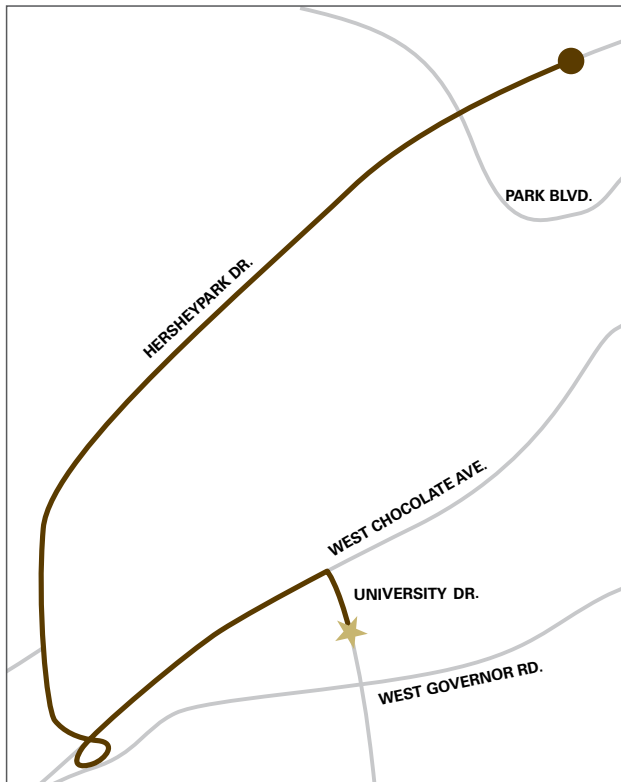
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★ RM AUCTIONS LOCATION

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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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
French
Italian
German*

*Dutch
Spanish
Japanese
Korean*

HERSHEY

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

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

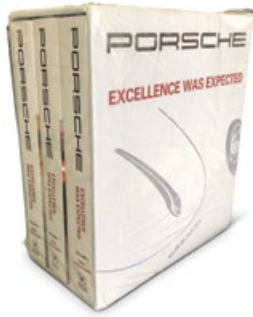
MEMORABILIA LOTS 301 - 367
AUTOMOBILES LOTS 368 - 467



Auctions

Lot 434 | 1927 Lincoln Model L Imperial Victoria
Offered from the Complete Collection of Jack Dunning





301
Porsche: Excellence Was Expected

by Karl Ludvigson
\$600 - \$800



302
Wolfgang Graf Berghe Von Trips

by Richard Von Frankenberg & Julius J. Weitmann, no. 1164
\$350 - \$450



303
Ferrari in Camera: From Ascari to Villeneuve

by Doug Nye and Geoff Goddard
\$1,200 - \$1,500



304
Photo Album of Early Auto and Motorcycle Racing, 1910

\$1,800 - \$2,200

305
Collection of Fleetwood Car Brochures

Including Duesenberg and Mercedes-Benz

\$4,000 - \$6,000





306
Fleetwood Coachwork Blueprints and Related Material
\$1,200 - \$1,500



307
Three Fleetwood Styling Illustrations, 1929
\$1,200 - \$1,500

308
Pair of Fleetwood Styling Illustrations, 1929
\$2,500 - \$3,500



309
Pair of Fleetwood Styling Illustrations
by H.J. Gottlieb, 1929
\$2,500 - \$3,500



310
Assorted Pre-War Toys
\$150 - \$250



311
Marx Boat-Tail Racer
\$100 - \$200



312
Guttman Race Car with Tin Litho Garage
\$600 - \$800



313
ASGW German Tin Toy Plane
\$600 - \$800



314
Marx 'Old Jalopy' Tin Toy Car
\$100 - \$200



315
Marx Distler Electric Filling Station and Tin Garage with Jaguar XK 120
\$200 - \$300



316
Tucher Walther Tin Litho Garage and Car
\$600 - \$800



317
Arcade Toy Car

\$400 - \$600



318
Alfa Romeo Tin Toy Car

by Marusan

\$350 - \$450



319
Lehmann's OHO Toy Car

\$250 - \$350



320
Lehmann's Double-Decker Autobus

\$800 - \$1,000



321
Various Toy Trucks and Fire Engines

\$700 - \$900



322
Buddy L Trucks

\$300 - \$400



323
Alfa Romeo GS Touring Model

1:8 Scale, by Pocher
\$800 - \$1,000



324
**Mercedes-Benz W125
Gas-Powered Slot-Track Car**

\$1,000 - \$1,500



325
Toy Race Car

\$2,000 - \$3,000



326
Mercedes-Benz Grand Prix Rennwagen Award

\$1,500 - \$2,500



327
Ferrari Tipo 500/F2

by Toschi, 1952
\$4,000 - \$5,000



328
Ferrari Tipo 500/F2

by Toschi, 1952
\$4,000 - \$5,000

329
Carette Limousine Clockwork
16-inch Tin Toy Car, ca. 1910

\$10,000 - \$12,000



330
Ford Motor Company Dishware

1930s-1950s

\$1,000 - \$1,200

331
Ford Motor Company
Presentation Time Pieces

\$600 - \$800



332
Norman Rockwell Print of
Ford Family

\$800 - \$1,000

333
Ford GT40 - Le Mans 1966

by Nicholas Watts

\$3,000 - \$4,000



334
**Alfa Romeo 2900B -
Beauty in the Beast**

by Richard Pietruska

\$7,500 - \$10,000



335
Rural Free Delivery, 1928

by Ken Eberts

\$1,800 - \$2,500



336
McCleary Fire Dept, 1915

by Ken Eberts

\$1,800 - \$2,500



337
Mom and Us, Christmas of 1925

by Ken Eberts

\$1,800 - \$2,500



338
**Our New Ford Automobile,
Christmas Day, 1911**

by Ken Eberts

\$1,800 - \$2,500





339

Maupin Depot, Oregon Trunk Railway

by Ken Eberts

\$1,200 - \$1,400



340

Jessie Cash's Case

by Ken Eberts

\$1,200 - \$1,400



341

Ferrari Cavallino Porcelain Dinnerware Set

by Richard Ginori

\$4,000 - \$6,000



342

Carroll Shelby's 1st-Place Trophy

*SCAA 2nd International National Palm Springs Race,
November 2-3, 1957*

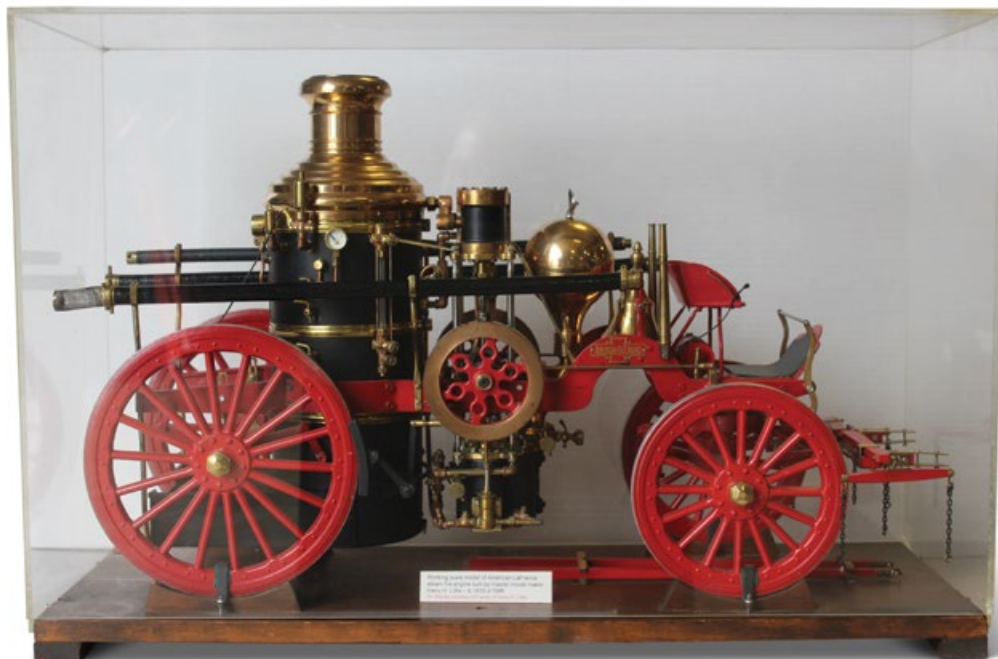
\$8,000 - \$10,000



343

Kendall Motor Oil Advertising Clock

\$2,000 - \$3,000



344

American LeFrance Steam Fire Engine,

*1:8 Scale Model,
ca. 1903–1907*

\$9,000 - \$11,000



345

5 Miles to the Gallon

*by Stanley Wanlass, 1986
No. 19/38*

\$6,500 - \$8,500



346

Changing Times

*by Stanley Wanlass, 1989
No. 16/30*

\$6,500 - \$8,500



347

Dream Machines

by Stanley Wanlass, 1989

No. 23/30

\$7,000 - \$9,000



348

Silent Knight

by Stanley Wanlass, 1992

No. 23/92

\$7,000 - \$9,000



349

Santa's New Toy

by Stanley Wanlass, 1988

No. 49/88

\$10,000 - \$14,000



350

Freewheelin'

by Stanley Wanlass, 1984

\$12,000 - \$15,000



351

Ford Model A Air Compressor

by Gordon Smith & Co.

Please visit rmsothebys.com for additional information on this lot.

\$3,000 - \$5,000



353

Michelin "Pneu Vélo" Original Poster

A. Renault, ca. 1900

Condition: 8.75

27 x 21 in.

\$1,500 - \$3,000



354

"Old Bill" Brass Mascot on Small Scale Radiator Display

Metal and Brass

Condition: 9

13 x 9 x 4 in.

\$600 - \$1,200



352

Rolls-Royce Spirit of Ecstasy Mascot Collection

Please visit rmsothebys.com for additional information on each mascot.

\$10,000 - \$15,000



355

Thomas Flyer Eagle Mascot on Dog Bone Radiator Cap

Condition: 8.75

5 x 10 x 5 in.

\$750 - \$1,500



356

**Winged Steering Wheel Mascot
on Dog Bone Radiator Cap**

*Condition: 8
7 x 8 x 3 in.*

\$750 - \$1,500



357

Bantam Sales Service Porcelain Sign

*DSP
Condition: 9
24 in. dia.*

\$3,000 - \$4,000



358

Renault Motoculture Service Double-Sided Porcelain Sign

*DSP Die Cut
Condition: 9
35 x 30 in.*

\$2,000 - \$3,000



359

Camions Willeme "Liberty" Porcelain Sign

*SSP Die Cut
Condition: 8
25 x 19 in.*

\$2,500 - \$3,500



360

**Philadelphia Diamond Grid Battery
Double-Sided Porcelain Sign**

DSP

*Condition: 8.9
18 x 30 in.*

\$1,500 - \$2,500



361

**Guide Output Meter Art
Deco Headlight Tester**

*Condition: 8.5
12 x 13 x 10 in.*

\$600 - \$1,200



362

**Rolls-Royce Spirit of
Ecstasy Bronze Statue**

Bronze

*Condition: 9
23 in. tall*

\$3,000 - \$5,000

363

Porsche "Five Year Dealer Award," 1953-1958

*Condition: 8.5
5.5 x 24 x 14 in.*

\$2,000 - \$4,000





364
**Ford Two-Door Coupe Original
Concept Styling Art, 1955**

Condition: 8.5
30 x 44 in.

\$2,000 - \$3,000



365
**Ford Rear-Engine Tandem Axle Auto
Original Concept Styling Art, 1955**

Condition: 9
30 x 44 in.

\$2,000 - \$3,000



366
**Ford Jet-Powered Auto Original
Concept Styling Art, 1955**

Condition: 8.75
30 x 44 in.

\$2,000 - \$3,000



367
**Ford Futurist Auto Original
Concept Styling Art, 1955**

Condition: 9
30 x 44 in.

\$2,000 - \$3,000

Friday
AUTOMOBILES
LOTS 368 - 467



Lot 445 | 1970 Ruger Sports Tourer Prototype



368

1959 NASH METROPOLITAN COUPE

CHASSIS NO. **E 69954**

\$25,000 – \$30,000

OFFERED WITHOUT RESERVE

**An all-original, unrestored survivor with 17,000 miles
Includes the original service papers and owner's manual**

**AACA HPOF and Metropolitan Club of North
American "Test of Time" certification**

Known ownership history from new

Nash introduced the Metropolitan hardtop coupe and convertible for 1954. Looking not unlike a three-quarter version of the big Nash, the little car featured enclosed front wheels along with a continental spare tire out back. Bodies were built in England by Fisher and Ludlow, while its four-cylinder engine came from Austin, which did the final assembly. Sold by both Nash and Hudson dealers, production continued through 1962.

Beginning in 1956, Metropolitans were upgraded to a 52 hp, 1,500 cc engine (a 10 hp increase). Nineteen fifty-nine marked the addition of an outside trunk lid greatly improving access to the rear storage area. Front vent windows to improve ventilation, larger tires, and redesigned seats with two inches of more seat travel were also included. All of this helped to make 1959 the most successful

year for the Metropolitan, with sales of 14,959 in the United States.

Finished in Autumn Yellow, this cute Metropolitan is said to be completely original and unrestored. It has received Test of Time honors from the Metropolitan Club of North America and AACA HPOF certification attesting to its condition. It was originally purchased in Knoxville, Tennessee, and in 1961 or 1962 it was bought by a dealer, White-Allen Chevrolet in Dayton, Ohio. It remained in their possession until it was purchased by an individual in Beavercreek, Ohio, in 1985, selling to the consigner's friend a year later. The consigner purchased it from him around 1989-1990.

The odometer reading of 17,000-some miles is believed to be accurate. Further attesting to its originality are small dents on the fender above the rear wheels common to Mets, from when the cars were offloaded from shipping. Other signs include paint on the fuel pump, as Met engines were painted following assembly. The original service papers and owner's manual are included. It is fitted with accessory wheel-trim rings and a dealer-installed outside mirror typically used on AMC/Ramblers of the period.



1903 DYKE NO. 1 GASOLINE RUNABOUT

369

One of three examples believed extant

**Created by America's pioneering
automotive aftermarket impresario**

**Formerly of the Harrah Collection;
current ownership of 34 years**

**Ideal for event presentation or on low-
speed antique touring events**

Engine rebuilt by a Brass Era specialist in 2005

A rare and correctly presented example

In addition to creating and selling various "kit cars" between 1898 and 1904, A.L. Dyke founded America's first parts business and published a line of repair catalogues that were predecessors of today's Chilton manuals. This extraordinary example of Dyke's No. 1 Outfit gasoline runabout is believed to be one of three surviving cars remaining extant.

At one point owned and restored by William Harrah's National Auto Museum, the Dyke was purchased from a Harrah's sale in 1985 by the current owner, a member of the Horseless Carriage Club. The consignor immediately conducted a cosmetic restoration, repainting the coachwork in red and reupholstering the seats with black leather. Several corrections were undertaken from the prior

restoration, such as installing a proper Phare Solar headlamp and side lamps, and an Amish wheel maker was commissioned to craft new correct wheel spokes.

During the late 1990s, some mechanical freshening was undertaken, including an upgrade of the drive sprocket for improved top speed. The consignor then used the runabout in a handful of small events, touring 17-Mile Drive in Pebble Beach and participating in two tours held by the 1 and 2 Cylinder Registry.

Around 2005 the consignor entrusted a complete rebuild of the original engine to the esteemed Scott Henningsen, a specialist in Brass Era motors. Mr. Henningsen rebuilt the engine with a newly machined aluminum piston and insert bearings, and it is now reportedly capable of propelling the Dyke to 30 mph (nearly double its original top speed of 18 mph). The runabout was later featured on the cover of the January/February 2010 issue of *Horseless Carriage Gazette*, a copy of which is on file.

Displayed at the St. Louis Transportation Museum in 2016, this ultra-rare Dyke is accompanied by a Harrah's Collection coffee table book and a period Dyke parts catalogue. It is the most complete of three remaining examples and offers antique motor car enthusiasts a truly unique opportunity.

REGISTERED NO. **2627**

\$40,000 – \$50,000

OFFERED WITHOUT RESERVE



370

1929 FORD MODEL AA CRETORS POPCORN TRUCK

ENGINE NO. **A82652854**

SERIAL NO. **260704**

\$100,000 – \$150,000

One of three Cretors trucks built in 1928

Retains its original Cretors Popcorn roof signage

**Nut-and-bolt 10-year restoration by
Penn-Dutch Restoration Services**

**Never been used; has remained in
storage since the late 1990s**

On 1 November 1927, Ford Motor Company began production of its all-new motorcar, the Model A—the first since the introduction of the stalwart Model T nearly 20 years earlier. So vastly different was the new car that Ford Motor Company deviated from previous practice in naming the car. Rather than continue to use consecutive letters of the alphabet, the company chose to name it the Model A in honor of its first car.

In naming the new truck, which was introduced concurrently, the designation Model AA was chosen; logical, since the TT moniker had been given to the truck version of the Model T. Like its counterpart TT, the AA was fitted with heavy-duty underpinnings and simple yet sturdy Model A mechanicals. It underpinned countless commercial vehicles, including this Cretors Popcorn truck.



According to Cretors expert and historian Bob Pearson, this vehicle is one of just three produced in 1928 and one of two known to exist today—the other belonging to *Hemmings Motor News*. It is likely, due to the Depression, to have not been sold until sometime in 1930–31. It was first licensed in Pennsylvania in 1954, and it remained in the western part of the state for the next 34 years. It was then acquired by York County resident and snack-food business owner Jack P. Cook Jr., who anticipated using it in the promotion of the family enterprise. Pearson further authenticates the vehicle retaining its original Cretors roof sign.

Cook commissioned Jeff Hammers of Penn-Dutch Restoration Services of nearby Glen Rock, Pennsylvania, to an open-checkbook nut-and-bolt restoration to original in 1988. Per the consignor, Hammers recalls the vehicle having last been used in the 1960s. He adds that Cook spent \$175,000–200,000 with him over the next 10 years to restore the popcorn truck.

Correct new popcorn poppers were installed, along with reproduction beveled glass and an authentic peanut roaster sourced from Pearson, as well as other period items. Everything was returned to original condition and was fully operational at

that time. Following the completion of the restoration, the Cretors Popcorn truck was stored in Cook’s warehouse and never used.

Most recently, the Model AA was sent to Precision Motor Cars of Allentown, Pennsylvania, for detailing and servicing prior to being offered for sale. It is described as being in very nice condition with little to no evidence of use since restoration. As intended by the prior owner, it would make for quite the conversation piece at any occasion and a superb opportunity to promote one’s business.





371

1964 FIAT 2300 S COUPE

COACHWORK BY GHIA

CHASSIS NO. **114BS 129460**
ENGINE NO. **114B006 068454**
BODY NO. **003505**

\$50,000 – \$75,000

OFFERED WITHOUT RESERVE

The elegant coachbuilt coupe version of Fiat's "executive car"

Beautiful Ghia styling reminiscent of the Ferrari 250 GT, with potent touring power

One of very few examples known in the United States

Subject of a two-year restoration

Introduced in 1961, the 2300 was Fiat's flagship of the era, powered by a 2,279 cc OHV six-cylinder. A logical successor to the 2,100 of 1959–1961 and a larger sibling to the 1959–1968 1800, it shared their 2,650 mm wheelbase. Developing 105 bhp, or 136 for the twin-carb "S" version, it also featured four-wheel power-assisted disc brakes.

This limited-production coachbuilt model was styled by Sergio Sartorelli of Ghia and bore a striking resemblance to the ASA and Ferrari 250 GT of the same time period, with round headlights, a long hood, and an airy greenhouse. Sumptuous padded leather seats, a Nardi steering wheel, and other cossetting comforts could be found within. The truly sporting 2300 S version boasted a more powerful engine, with two twin-choke Weber carburetors, and

a standard four-speed transmission with 3.9:1 final drive; it was a true GT with excellent performance.

The 2300 S offered here is one of very few examples to have come to the United States, where they were not officially sold when new. The previous owner, a prominent collector and classic automotive museum owner, conducted a two-year cosmetic restoration that included stripping the body to bare metal, repairing it properly, and finishing it in a lustrous *Blu Notte*. The interior was restored as necessary, involving many new pieces; all the chrome pieces were removed and re-plated, and new rubber seals for the door glass were installed.

Upon acquisition, the current owner undertook a complete engine rebuild by marque specialists. This included block work, new pistons and valves, rebuilt carburetors, new clutch, rebuilt brakes, and more, documented by extensive records and photos. Only break-in miles have been added since the rebuild. The care and attention to detail bestowed upon this rare coachbuilt car is reflected both in its stunning appearance and mechanical prowess exhibited when driven.



◇ 1929 FORD MODEL A COUPE

372

High-quality, professional restoration

201 cu. in. L-head inline four-cylinder engine

Three-speed sliding-gear transmission

Subtle improvements for enjoyable road use

The Ford Model A is a cornerstone of the collector car hobby. Great examples of Ford's first properly modern car are found in the garages of modest enthusiasts as well as the world's finest collections. With its universal appeal and historical significance, the Model A is the collector car for everyone.

Considering the enduring popularity and the abundance of resources for Model A Fords, restored cars are not difficult to come by. However, it is rare to encounter such a meticulously restored and mechanically well-sorted example as this 1929 Model A standard five-window coupe. The pet project of a dedicated early Ford specialist, this Model A is one of the finest of its kind available. Finished in a classic all-black livery and adorned with only a single rear-mounted spare wheel and a minimum of bright trim, this car highlights the beauty and purity of

the Model A as envisioned by Edsel Ford. High-quality tweed fabric upholstery and correct rubber floor liners accentuate the elegant simplicity that makes the Model A so appealing.

Mechanical highlights include a completely rebuilt and updated four-cylinder engine. The build consists of a balanced rotating assembly, larger valves, and a lightened flywheel and clutch assembly from a later Ford V-8, which reduces effort and dramatically improves drivability. Despite the internal modifications, the engine retains an honest, period-correct appearance. Along with the engine, the three-speed gearbox is entirely rebuilt. Despite the lack of synchronizers, it is easily mastered and an absolute delight to operate. Steering, brakes, and suspension all feel up to the high standard set by the drivetrain. The previous owner added a discreet but effective LED third brake light with turn signals, a welcome addition for today's conditions.

With a beautiful presentation and eager road manners, this remarkable and charming Model A is a genuine standout example and ready to delight its next keeper with many more pleasurable miles ahead.

CHASSIS NO. **A1903866**

\$15,000 – \$20,000

OFFERED WITHOUT RESERVE



373

1902 OLDSMOBILE MODEL R 'CURVED-DASH' RUNABOUT

ENGINE NO. **6966**

\$25,000 – \$35,000

OFFERED WITHOUT RESERVE

Recent engine rebuild

Iconic early automobile

Highly original with excellent patina

The Olds Motor Vehicle Company of Lansing, Michigan, was founded by Ransom Eli Olds on 21 August 1897. His automobile company was the first in Michigan organized solely for manufacturing and selling motor vehicles. He tested his first car, a steamer, in 1887, and a gasoline-fueled car soon followed.

It was not until the factory burned down on 9 March 1901 that Olds focused his attention on the surviving car, a gasoline runabout—the now-familiar 'curved-dash' Oldsmobile (CDO). The car was powered by a single-cylinder engine and fitted with a spur-gear, two-speed transmission. It was well made, easy to operate, and a good value.

The Curved-Dash Oldsmobile quickly became America's first volume car. Olds sold 425 of the \$650 cars in 1901, another 2,500 or so in 1902, and 3,924 in 1903. Production continued through 1904.

The CDO became legendary with the release of "In My Merry Oldsmobile," a popular song from 1905, with music by Gus Edwards and lyrics by Vincent P. Bryan. The song's chorus comprises some of the most enduring automobile-oriented lyrics. The verses, which are slightly suggestive (by 1905 standards), tell of a couple who court and fall in love during a trip in a new Oldsmobile.

This remarkable Oldsmobile is believed to be mostly original and unrestored cosmetically; however, the five-horsepower, water-cooled, single-cylinder engine has been recently rebuilt. With its old-world original charm and rebuilt engine, this iconic curved-dash Oldsmobile is ready to deliver a "merry old time" for its next owner.



1934 FORD V-8 DELUXE FIVE-WINDOW COUPE

374

Recently completed restoration; not shown since
Southern state example; retains its original steel
Trimmed with LeBaron Bonney interior

The cast-iron V-8 (ultimately known as the “Flathead”) was a tremendous value for the money and continued to power Fords for the next 21 years, as well as forming the basis of hot rods for years to come.

CHASSIS NO. **18-1216955**

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

Ford introduced its first V-8 on 31 March 1932. While V-8s were nothing new, never before had one been offered in a low-price, mass-produced car. It was aimed squarely at rival Chevrolet and a bit of one-upmanship to the brand which offered a mere six-cylinder engine. A small group of Ford engineers was responsible for the design, which featured a simple monobloc V-8 that produced an advertised 65 hp at 3,400 rpm from 221 cubic inches. Featuring aluminum pistons and a single-barrel Stromberg carburetor, the block was cast as a single unit—key to keeping the cost competitive, just \$50 more than a four-cylinder Ford.

Henry Ford’s son Edsel was responsible for the new car’s good looks, often being compared to its senior, the Lincoln, causing sales of the new car to soar.

Ford delivered 26,879 DeLuxe coupes such as this example, which was purchased by the consigner for his late brother in 1982. With all the parts in place, it was about 50 percent completed, yet never finished while in the brother’s possession. Within the last few months, the consigner has completed the restoration. Finished in an attractive combination of black exterior with yellow wheels and beltline striping, the sporty little coupe also boasts a reproduction LeBaron Bonney interior in period-correct colors.

A Southern car, it retains all its original steel; the consigner describes it as an “honest car” that will serve its new owner well. With just three miles since completion, he adds that some additional sorting might be necessary. It has never been shown and will provide its new owner the opportunity to do so.



375

1931 FORD MODEL A DELUXE ROADSTER

CHASSIS NO. **A1479159**

\$25,000 – \$35,000

OFFERED WITHOUT RESERVE

Model A Restorers Club (MARC) Best of Show winner

Less than 17,000 miles, believed original

Well-known enthusiast ownership history

An uncommon DeLuxe Model 40 roadster

The introduction of the Model A Ford in late 1920 represented one of the most significant turnarounds for any automaker in the 20th century. By the close of 1924, with sales of the Model T rapidly sagging in the face of more sophisticated competition from Chevrolet and Plymouth, many believed that Henry Ford's genius had come and gone.

However, Ford's son Edsel, a visionary mind, successfully lobbied his father into finally discontinuing his beloved "Tin Lizzie." The Model A proved to be immensely popular. Produced only for four model years, the A was an instant, nearly overnight classic. Ultimately, more than 4.8 million Model As were built, and they remain a staple of the automotive hobby to this day.

This beautifully original example from the final model year of production is a true standout. An uncommon DeLuxe Model 40 roadster, it has been recognized as one of the finest Model As in the world. Speaking to its superb quality, it was awarded Best of Show at a Model A Restorers Club show at Greenfield Village in Dearborn, Michigan, while in the ownership of Russell J. Gerrits of Chicago, Illinois. It was subsequently owned by noted collectors Paul and Katie Hedburn of Woodbridge, Illinois. When they sold the car, it had 16,725 original miles.

Knowing Mr. and Mrs. Hedburn's reputation as collectors of truly superb automobiles, the consignor purchased the car and, since that time, has superbly maintained the Model A and driven it sparingly, with the odometer still yet to break 17,000 original miles. It is a truly special automobile, with an important provenance, which is sure to make a splash at any Model A Restorers Club or AACA meet.



1955 CHRYSLER C-300

376

First year of the Chrysler 300 letter-series cars; just 1,725 produced

Nicely equipped with automatic transmission, power steering, and brakes

Recently serviced and ready for its new owner

National concours and AACA award winner

Lacking the financial resources of GM and Ford, Chrysler borrowed from its existing product lines to create what is considered by many to be America's first muscle car. The new car became the first production automobile to offer a 300 hp engine, and thus, the 300 name was coined. Chrysler used a New Yorker bodyshell, an Imperial front clip, Windsor rear flanks, a 300 badge inspired by Cunningham sports cars, and a New Yorker interior and dash to create an automobile of imposing appearance and exhilarating performance.

The C-300 was announced 17 January 1955, combining power, style, and superb handling into one potent sports touring car. At a base price of \$4,055.25, just 1,725 were produced in that first year. Motor Trend reported a 0–60 mph time of 10 seconds, a 17.6-second quarter-

mile at 82 mph, and a top speed of 128.6 mph. In its first year of production, the new C-300 won both the NASCAR and AAA stock car racing series.

Acquired by the consignor in 2005, he described it upon purchase as “about 85 percent restored” and needing a lot of attention to details. He went about authentically completing the car over the next two years. AACA First Junior honors came in 2007, its Senior award in 2008, and its First Preservation award in 2009. That same year it was nominated for an AACA National Award. In 2011, the 300 was honored with an Amelia Award at the Amelia Island Concours d'Elegance. It was also shown at the 2011 Radnor Hunt Concours, the 2015 Concours of America at St. Johns, and featured in the 7 March 2019 issue of Old Cars Weekly.

Finished in Platinum White over a tan leather interior, the car is equipped with the standard two-speed Power Flite automatic transmission and power brakes, optional power steering, AM radio, Solex glass, and correct Motor Wheel chrome wire wheels.

CHASSIS NO. **3N551481**

\$70,000 – \$90,000



377

◇ **1953 CHEVROLET 210 DELUXE TWO-DOOR SEDAN**

CHASSIS NO. **B53N158908**

\$20,000 – \$25,000

OFFERED WITHOUT RESERVE

Largely original and unrestored

Wonderful original documentation and history

An ideal “family classic” to use, share, and enjoy

This 1953 Chevrolet was purchased new from Wigton-Bailey, Inc., of New Lexington, Ohio, by Evelyn E. Singer of Linton, Indiana, who paid \$1,847.41. Original registrations and inspection certificates indicate that Ms. Singer maintained the Chevrolet until the late 1970s, when it was acquired by Tom and Helen Higgins of Jasonville, Indiana.

As recounted by his collection’s longtime manager, the current owner used an identical 210 Deluxe two-door sedan to move his family from West Virginia to California decades ago. After finding considerable business success on the West Coast, the owner never forgot the humble Chevy. One day, while driving on a business trip, he saw Mr. Higgins drive past him in this car, identical to that of his memories—and wasted no time turning

around, giving chase, and eventually catching up with the sedan and, on the roadside, convincing its owner to sell!

The car remained in the collection until recently, with its third owners, and aside from one repaint in its original color scheme, it is unrestored and very well preserved inside, outside, and underneath. Its factory cloth interior is quite attractive and in fine condition, down to the cloth windlacing in the doors; the original Safety Plate glass remains in the windows. Befitting its everyman status, it is a low-option automobile, with only a heater, dashboard clock, and fog lights; the transmission is the standard three-speed, and there are no power accessories.

Accompanied by its original sales paperwork to Ms. Singer, registrations from its first and second owners, and original brochures and a service manual, this is a charming old 210 Deluxe that will delight its next owner. As a bonus, they will be able to add it to their collection without chasing it down on the freeway.



1936 PACKARD 120-B CONVERTIBLE COUPE

378

Beautifully restored example

Attractive color scheme

Fresh leather interior

After helping to save the Depression-stricken Packard Motor Company from near oblivion during the previous year, the One Twenty series was upgraded in 1936 to 120-B specification. It continued to sell in record numbers. The 120-B was revealed in September 1935 with a larger 282-cubic-inch straight eight engine and other refinements, such as a new cellular radiator, accelerator linkage, shift mechanism, and coil springs. The new convertible sedan body was the most expensive at \$1,395, compared to the standard business coupe at \$990. Other available bodies included the sport coupe, touring coupe, sedan, touring sedan, and the type offered here, the convertible coupe with rumble seat.

The example offered here is a truly spectacular and highly desirable Packard. Offered in the highly

desirable convertible coupe body style, it wears classic cream paint over a fresh dark tan leather interior. Fitted with the iconic 1930s “rumble seat,” the iconic “Goddess of Speed” radiator mascot, and optional clock, the car is a well-appointed and highly luxurious convertible. From the wide whitewall tires to the factory wheel covers to the fold-up luggage rack, this “Junior” Packard wears many of the classic details that made Packard a standout in the luxury car market.

Fine examples of any pre-war car are sure to bring countless smiles to the faces of those lucky enough to own them. When the car in question is a beautiful convertible Packard, those smiles are sure to multiply. This example is particularly beautiful, presented in highly attractive colors and fitted with a nice selection of optional equipment. It is an ideal choice for touring or showing with organizations such as the Antique Automobile Club of America or either of the recognized Packard clubs.

CHASSIS NO. 9991310

\$55,000 – \$65,000



379

1938 PACKARD TWELVE TOURING CABRIOLET

COACHWORK BY BRUNN

ENGINE NO. **A600485**

\$110,000 – \$145,000

OFFERED WITHOUT RESERVE

Offered from the estate of noted collector Robert S. Dulin

The most expensive Packard of its day

One of just four such examples built for 1938

Beautifully presented inside and out

Classic Car Club of America (CCCA) Full Classic

Once a mainstay of the marque, Packard resurrected the Twin Six name for a new V-12 in 1932. A 67-degree V-block, the new powerplant displaced 445 cu. in., just 20 more than its 1920s namesake, but developed 75 percent more power. In 1933 the name was changed to simply Packard Twelve, and two years later displacement rose to 473.3 cu. in., making 175 bhp with an immense amount of torque, enabling smooth acceleration for even the heaviest custom bodywork. For 1937 the Twelve was given coil-spring independent front suspension and hydraulic brakes. In addition to

standard bodies, Packard catalogued a number of styles from the major coachbuilders, among them Dietrich, LeBaron, Rollston, and Brunn.

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

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

The car offered here is a truly fine example of a limited-production Packard. It presents in excellent condition with a charming light patina. It is equipped with the Packard Deluxe heater, Packard Deluxe radio, heater with accessory rear speaker, trunk rack, Trippe driving lights, and dual side mounts with metal covers. It was recently given a recommissioning, with new tires, hoses, fuel tank, rebuilt carburetor, new water pump, and fresh brakes. A CCCA Full Classic, it is ideal for club events and CARavan tours and represents a rare chance to acquire an excellent example.





380

◆ 1929 PIERCE-ARROW MODEL 125 ROADSTER

CHASSIS NO. **2004504**

ENGINE NO. **200617**

\$100,000 – \$125,000

OFFERED WITHOUT RESERVE

A well-preserved older restoration ideal for touring

Fitted with a 1930 Pierce-Arrow engine block

Classic Car Club of America (CCCA) Full Classic

Eligible for all CARavans and Club Events

Because the Pierce-Arrow has been gone from our midst for so long, some tend to forget what a remarkable automobile it was. In addition to providing an elegant and refined way to get from here to there, the Pierce-Arrow Motor Car Company made very important contributions to the history of the industry, pioneering in power braking as well as remarkable early experiments in light alloy construction, streamlined bodywork, and power steering.



This 1929 Pierce-Arrow was discovered on a ranch in central Oregon in 1965 by Ray Rumford. He then contacted Sam Merrell, who purchased the car. Merrell brought it to Beaverton, Oregon, and put it in storage until 1993. The former owner of the car transferred ownership, but not possession, and

it was he who arranged for the restoration over a period of five years. The wood structure was meticulously rebuilt by Ray Graber of San Diego and the interior by Ken and Cindy Nemanic. The previous owner took possession six years ago; however, it was not in operating condition, and a 1930 Pierce-Arrow engine block was fitted at that time.

This sporting Pierce-Arrow is a well-preserved older restoration ideal for touring, finished in tan with brown fenders and beltline, a tan canvas top, and matching tan leather interior. It is equipped

with dual side-mount spares, trunk rack, and whitewall tires. It is one of 8,422 units produced by Pierce-Arrow for 1929 and was priced at \$2,875 when new. It rides on a 133 in. wheelbase, and power is supplied by Pierce-Arrow's smooth 125 hp inline eight-cylinder engine.

A 1964 State of Louisiana inspection sticker and 1965 AACA Glidden Tour decals on the windshield provide a glimpse of its earlier history. Ideal for touring, this vehicle is eligible for all CCCA CARavans and events.





381

1962 LINCOLN CONTINENTAL SEDAN

CHASSIS NO. **2Y82H405804**

\$35,000 – \$40,000

OFFERED WITHOUT RESERVE

Multiple AACA National award winner

**Equipped with full power accessories
and factory air-conditioning**

Meticulously maintained and enjoyed

Known ownership history from new

Without a doubt, the all-new 1961 Lincoln set styling standards in American cars for years to come. The handsome chiseled slab-sided car was void of excess chrome in an era when domestic manufacturers lacked any semblance of restraint. Designed by Elwood Engel, the styling remained a Lincoln hallmark into the 1980s. Whether sedan or convertible, the Continental was strikingly handsome in its elegant simplicity.

Built at Ford's Wixom, Michigan, plant on 28 October 1961, this Lincoln was first purchased by John Stauffer on 5 November 1961 from Holmes Tuttle Lincoln-Mercury in Beverly Hills, California. Mr. Stauffer's daughter Helen inherited the car in the early 1980s, driving it to her home in Buffalo, New York. Used sparingly, it was purchased by the

previous owner in August 1982. After three decades, the current owner acquired the well-preserved Lincoln five years ago and has regularly enjoyed the Continental since at his home in southern Florida, where it has been thoroughly cared for and meticulously maintained.

The Lincoln was subject to a professional repaint and engine-bay restoration in the late 1990s. At that time the color was changed from Sultana White to the Oxford Gray Metallic, a correct hue available from the 1962 palette. While the black leather interior is original, it remains in excellent condition. Diligently cared for by the consignor, this wonderful rust-free example presents exceptionally well with excellent chrome and stainless trim. Of note, the trunk, which includes the spare tire and jack, has been selectively restored. The car is well equipped with air-conditioning, power steering, brakes, seat, and windows, a stainless-steel exhaust system, and BF Goodrich Silvertown tires.

Thoroughly impressive throughout, this Continental has received its AACA First Junior in 2011, Senior in 2013, and First Preservation in 2014. In addition, it was nominated for a National award in 2013.



1918 HARLEY-DAVIDSON MODEL J WITH SIDECAR

382

Offered from nearly 50 years of ownership

**Acquired from a member of the riding group
that included Steve McQueen and Bud Ekins**

Stored from 1970 to 2010; not ridden since 1970

Concours restoration by the acclaimed Steven Wright in 2011

Introduced in 1915, the Harley-Davidson Model J transformed motorcycle evolution the way that Ford's Model T catalyzed automobile development. The Model J was the first Harley to eschew traditional pedals, employing a brand-new kick-starter. The major mechanical advance offered by the Model J was the pairing of the company's V-twin engine with a new three-speed sliding-gear transmission. The 1,000 cc engine developed 11 hp, good for a top speed of 65 mph.

This authentically presented Harley-Davidson claims almost 50 years of ownership by a single doting caretaker, as well as a concours-level restoration completed eight years ago by an internationally known specialist. During the late 1960s and '70s, Southern California was home to a special

motorcycling group that included collector Urban Hirsch, actor Steve McQueen, and stunt driver Bud Ekins (who performed the famous fence jump for McQueen at the end of *The Great Escape*). In 1970 a member of this group sold the featured Model J to the consignor.

With the assistance of Mr. Ekins, the consignor got the bike running and then gently drove it that year for a total of about 50 miles. Following this limited use, the Model J was garaged among the consignor's collection for approximately 40 years before being treated to a comprehensive restoration by the late Steven Wright, an internationally recognized restoration specialist. Among other correct details, the paint precisely matches the correct original formula with graphite, as sourced from the Harley-Davidson factory archives.

Restored by the renowned Steven Wright, and finished in the original factory paint formula, this highly authentic Model J is a splendid example of one of America's most recognizable two-wheeled machines.

ENGINE NO. **18J9218**

\$50,000 – \$70,000



383

1928 FORD MODEL A ROADSTER

CHASSIS NO. **A182818**

\$25,000 – \$30,000

OFFERED WITHOUT RESERVE

A nicely presented older restoration

Kept in climate-controlled storage

Excellent club support and parts availability

Features dual side-mount spare tires

Seemingly impossible by today's standards, Henry Ford left production lines idle at his plants in gearing up for the Model A to replace the Model T. Factories shut down beginning in May of 1927—the first Model A engine was completed on 20 October, and the following day it was installed in the first Model A. Why did the Model A designation follow the Model T? It was to symbolize the impact the all-new car was to have on the Ford Motor Company—not unlike starting over again, as Ford's first production car in 1903 was also dubbed the Model A.

Not unlike the T, the A was affordable—a car for the masses, but that's where the comparison ended. The Model A included a sturdier frame and a new four-cylinder engine with nearly twice the power of its predecessor. A distributor ignition, four-wheel

brakes, and a three-speed sliding-gear transmission were among other refinements. As production increased, 6,435 Model As rolled off assembly lines each day.

What the Model T lacked in exterior appearance, the Model A made up for in spades, thanks to Henry Ford's style-conscious son Edsel, who was in charge of the Lincoln Motor Company. His influence on the new car was unmistakable. Arguably, it helped the new car appeal to both the average buyer as well as people like then-New York governor Franklin D. Roosevelt and actress Mary Pickford, both of whom owned Model As.

This example had been in the possession of noted collector Clyde Ensor since 1979 until acquired by the consigner in 2010. Many receipts are available for inspection indicating both work done and parts used dating to the late-1970s through 1984, around the time the restoration was completed. The car continues to present nicely, thanks to a life in climate-controlled storage by both the current consigner and previous ownership.



1928 FORD MODEL A R PHAETON

384

Rare early-production AR model

Excellent club support through Model A Restorers Club

Extensive file of receipts documenting restoration

Much more complex than the Model T that preceded it, the Model A comprised 6,800 parts compared to its simpler predecessor, which was made up of 5,000 parts. The ruggedly constructed Model A featured Ford's first installation of safety glass in all windows. Ford continued to build the Model A through 1932, when it introduced its new V-8.

ARs are among the very first Model As to have been built, and as such, they do not have some of the running changes of the regular production vehicles, for which production began full-scale after Christmas 1927. Most noticeable is the lack of exterior door handles on AR models.

Priced at \$460, this phaeton was one of 633,594 examples produced in the calendar year 1928. Painted a classic combination of Cordoba Tan with black accents and red pinstripes, it is fitted with an accessory trunk, dual side-mounted spares with canvas covers, a Moto-meter, and orange-painted wire wheels. The tan canvas top has contrasting darker tan welting, which nicely matches the interior.

Documents indicate ownership of the car was transferred from Dr. William Yancy to Dick Mulloy, also of Louisville, Kentucky, in 1974. Mr. Mulloy was a close friend of Clyde Ensor Sr., who later purchased the car. Mulloy, a renowned aviator, was in his college days one of the very few football players to have participated in Rose Bowl, Orange Bowl, and Sugar Bowl games. The car was purchased by the consigner from Mr. Ensor in 2010. While in the possession of both the consigner and Mr. Ensor, it has been used sparingly and stored in a climate-controlled facility.

CHASSIS NO. **A99550**

\$25,000 – \$35,000

OFFERED WITHOUT RESERVE



385

1931 FORD MODEL A DELUXE ROADSTER

CHASSIS NO. **AA137997**

\$30,000 – \$35,000

OFFERED WITHOUT RESERVE

**Washington Blue with straw wheels and pinstripes
Nicely equipped, including wind wings and quail mascot
Excellent club support through Model A Restorers Club**

Henry Ford actually did not want to stop producing the Model T; rather, he was forced to do so by rival Chevrolet, who was building far sprightlier cars. Thus, the new Model A became available for the 1928 model year. After it was first introduced to the public on 2 December 1927, newspaper accounts told of nearly ten million Americans having gone to view the new car within the first 36 hours of its introduction.

Fast-forward to 1931, when nearly four million Model As had already been produced. And in typical Ford fashion, the company resisted making dramatic model changes from year to year. Ford preferred to make most of its changes on a running basis. As a result, the 1931 was little changed from the 1930 model.

Motivating the Model A was a 40 hp L-head four-cylinder engine and three-speed sliding gear-type transmission with floor shifter. Mechanical brakes were fitted at all four wheels, and transverse leaf springs supported solid axles front and rear. The tidy package sat upon a 103.5-inch wheelbase. Soaring in popularity was the DeLuxe roadster, Model 40 (D1), which was introduced in the summer of 1930. Sales accounted for 52,997 units, nearly 10 times the number of Standard roadsters built.

Finished in the most desirable color combination of Washington Blue with straw wheels and pinstripes, this jaunty Model A is well equipped with wind wings, quail radiator mascot, accessory trunk, whitewall tires, and dual side-mount spares with chrome tire bands. Formerly part of the Clyde Ensor collection, it has been driven and enjoyed by the consigner and stored in a climate-controlled environment while in his possession.



1939 FORD V-8 DELUXE CONVERTIBLE SEDAN

386

Final year for the convertible sedan; just 3,561 built for 1939
Considered by many to be the most stylish Ford of all time
Restored in 2006, including new top, interior, and rebuilt engine

Big news for Ford in 1939 was, of course, the introduction of the new medium-priced Mercury line. With the addition of four Mercury models, the company boasted a lineup that catered to almost every need—Ford, DeLuxe Ford, Mercury, Lincoln-Zephyr, and Lincoln. The distinction between Ford and DeLuxe Ford might seem insignificant, but in 1939, the \$100 price difference was a substantial sum for additional brightwork and wheel trim rings that set apart the DeLuxe models from the Standard series.

Considered by many to be one of the most stylish Fords of all time, the 1939 Ford owed its good

looks to designer Eugene T. “Bob” Gregorie and the keen aesthetic sense of Edsel Ford. Teardrop headlights, a vertical-bar grille, and bodyside trim strips added to the car’s great looks. Powered by the ubiquitous 85 hp flathead Ford V-8, the car later became a favorite of hot rodders. A new hood design incorporated the side panels into one unit, making servicing easier. Most important, all Ford products adopted Lockheed-designed hydraulic brakes.

Using a carryover design, the convertible sedan, Type 74, was built by Murray and was available for the final time. Drawing just 3,561 orders, this was Ford’s most expensive car at \$920 and the only model with a base price over \$900. Finished in Washington Blue, this sharp example was restored in 2006. A new beige canvas convertible top was installed, as well as a new LeBaron Bonney interior, and the engine was rebuilt. While in the possession of the current consigner, it has been used very little and stored in a climate-controlled facility.

CHASSIS NO. **18-4888087**

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



387

1941 FORD V-8 SUPER DELUXE CONVERTIBLE COUPE

CHASSIS NO. **18-6691035**

\$40,000 – \$50,000

OFFERED WITHOUT RESERVE

**Top-of-the-line Super DeLuxe in a
pleasing color combination**

Optioned with whitewall tires, radio, clock, and grille guard

Great club support through the Early Ford V-8 Club

The 1941 Ford models featured an all-new design that replaced the teardrop styling that had been used since 1937. The new “square box” school of design continued until the slab-sided, shoebox Ford arrived in 1949. Gone, too, were the former Standard and DeLuxe models, replaced by Special, DeLuxe, and the top-of-the line Super DeLuxe series. All bodies, except for the convertible coupe and station wagons, were built at Ford’s plant. The convertible coupe, Type 76, was only available in the Super DeLuxe series and was constructed nearby at the Lincoln plant. At \$950, sales were excellent, with 30,240 being produced. Buyers had a choice of leather interiors to match the exterior along with red or tan. Blue was added for the 1941 model year.

Convertibles did not feature rear quarter windows, using instead a “caravan”-style top with large blank quarters in a choice of black or taupe canvas. In addition, twin electric motors serviced the convertible top. Gone was the old vacuum system, adding greatly to the convenience and ease of putting the top up and down. Super DeLuxe models were set apart from their lesser brethren by three front grille sections of cast chrome, painted wheels, and a stainless-steel bright molding between the fender halves. The wheelbase was increased from 112 to 114 inches, along with a revised suspension system and the largest brakes of any low-priced car. The ubiquitous flat-head V-8 was slightly modified to produce 90 hp.

This Super DeLuxe is optioned with whitewall tires, radio, clock, and grille guard. It is finished in a pleasing color combination of Mayfair Maroon with a taupe canvas top and red interior. It has been used very little while in the possession of the consigner, who has kept it in climate-controlled storage.



1963 FORD FALCON FUTURA SPORT COUPE

388

Known ownership history from new

Copy of the original factory window sticker and dealer invoice

Classic combination of Corinthian White over blue vinyl interior

AACA multiple award winner

Ford's Falcon, first introduced in 1960, received a face-lift for 1963 in an effort to move the car upmarket from its former economy-car roots. A new Futura series was conceived to replace the Deluxe models of 1962. The new five-passenger Futura Sport hardtop coupe included front bucket seats, a central floor console, and myriad other luxury touches. On the exterior, cars were identified by simulated wire wheel covers with decorative spinners and chrome rocker panels. At \$2,319, deliveries totaled 10,972 for the model year. In total, Falcons accounted for more than 265,000 sales in 1963.

Equipped with the 101 hp 170 cu. in. inline six-cylinder engine, this example was built in Atlanta, Georgia, and

delivered to J.L. McGarity Ford in nearby Monroe. Finished in Corinthian White over a blue vinyl interior, this Falcon was actually ordered by the consigner's next-door neighbor's mother from new! Her late son, a Falcon aficionado, commissioned the restoration of the car to near perfection from an extremely well-cared-for original car. A copy of the original window sticker and dealer invoice are included, which confirm the optional equipment of this car. Included is the Ford-o-Matic automatic transmission, white side-wall tires, wire wheel covers, AM radio, rocker panel moldings, and bucket seats with console.

The excellent Falcon received its AACA First Junior in 1989, along with its Senior Award and 1st Preservation honors that same year. The Falcon was honored with its 1st Grand National Award in 1990 and a Senior Grand National Award in 1992. Multiple repeat Preservation Awards followed through and including 2009.

CHASSIS NO. **3A17U128484**

\$20,000 – \$25,000

OFFERED WITHOUT RESERVE



389

1963 FORD FALCON FUTURA SPORT CONVERTIBLE

CHASSIS NO. **3H15U159602**

\$20,000 – \$30,000

OFFERED WITHOUT RESERVE

**Multiple AACA award winner, including
19 Repeat Preservation awards**

Futura Sport convertible with bucket seats and console

Factory wire wheel covers with spinners

Featured in *Legendary Ford Magazine*, January 2008

The Falcon finally received a convertible version for 1963 in three levels of trim—Futura, Futura Sport, and Futura Sprint. The Sprint, which included Falcon's first V-8 engine, arrived mid-year. As the fanciest of Falcons, Futuras included a chrome horn ring; rear armrests and ashtrays; two horns; Futura wheel covers in place of the standard hubcaps; a Futura logo on the "C-pillar" (on coupes); chrome side-window, windshield, and rear-window moldings; a horizontal chrome strip between the taillights; and a horizontal arrow-style chrome strip on the bodyside. Sport versions added wire wheel covers as well as bucket seats with a center console.

Ford built 18,942 six-passenger (bench-seat) Falcon Futura convertibles and 12,250 five-passenger (bucket-seat) Falcon Futura Sport convertibles for the model year. This example is equipped with the optional 101 hp, 170 cu. in. inline six-cylinder engine and Ford-o-Matic automatic transmission. Base Futura convertibles were priced at \$2,470, while the fancier Sports were priced at \$2,591 before options.

Finished in Rangoon Red with a matching red vinyl interior and white convertible top, this Lorain, Ohio-built convertible has been the beneficiary of an exacting restoration to original. It received its AACA First Junior award in 1992, along with its Senior and 1st Preservation awards later that year, a 1st Grand National Award in 1994, and a Senior Grand National Award in 1996. It has won 19 Repeat Preservation awards through and including 2009 and was featured in *Legendary Ford Magazine* in January 2008.



1940 FORD V-8 DELUXE CONVERTIBLE COUPE

390

Dearborn Award winner

Highly desirable DeLuxe convertible coupe

Correct, comprehensive nut-and-bolt restoration

Many factory accessories, including power top, heater, clock, radio, bumper end caps with outriggers, and DeLuxe wheel covers

Includes tool set, jack, manuals, literature, and award plaques

Ford introduced several new features for the 1940 model year, plus one of the most distinctive pre-war body designs that many consider to be the pinnacle of the company's pre-war styling. Technically, one of the most significant changes was relocating the gearshift lever from the floor to the steering column, a modern feature that was not only more convenient for the driver, but also increased front-seat legroom for passengers. Ford also introduced sealed-beam headlights in 1940, which were positioned at the front of the fenders in oval chrome housings to merge Ford's earlier covered headlight design with the improved efficiency and durability of the sealed-beam bulbs.

This stunning Dearborn Award winner has been judged among the finest. Each and every detail has been meticulously attended to. The 24-stud flathead V-8 is silky-smooth, presented in all the correct finishes and colors, and the transmission and clutch operate as new. Its feel is effortless and exhibits all the characteristics of its original performance. The brakes have just been freshly serviced and stop straight and true. The paint is glass-smooth and looks a mile deep, and the chrome and other exterior finishes are exceptional, as well. The interior color, finishes, and materials are correct, and the upholstery is stitched correctly and shows no signs of wear.

Desirable accessories include a vacuum-operated canvas top that fits correctly and is supported by a beautifully finished frame, as well as a heater, clock, radio vanity mirror, bumper guard, and bumper end caps with outriggers, dual side-view mirrors, DeLuxe hubcaps, and more. The underside is beautifully detailed with correct fasteners and finishes. This is clearly one of the finest examples of a 1940 convertible coupe available and will do its next owner proud.

CHASSIS NO. **18-5770052**

\$70,000 – \$80,000



391

1911 OLDSMOBILE MODEL 28 AUTOCRAT ROADSTER

ENGINE NO. **66058**

\$400,000 – \$600,000

Offered from the noted collection of Mr. Jim Bradley

One of three known to exist

Three caretakers over the last 70 years,
including a noted Oldsmobile collector

Frame-off restoration completed in the late 2000s

Awarded at the 2009 Meadow Brook Concours d'Elegance

Depicted in Dennis Castelee's *The Cars of Oldsmobile*

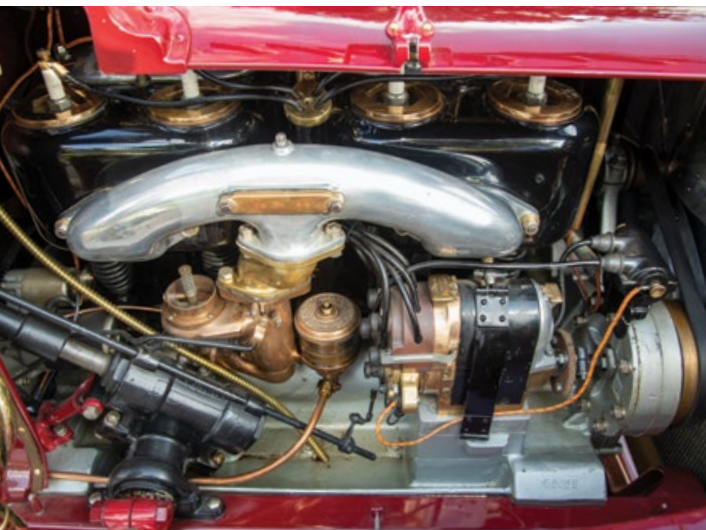
Ideal for further exhibition at AACA and VMCCA events

A remarkably rare, highly original, and
beautifully restored example

Dubbed with a name that could only have emerged from of the age of empire, the Oldsmobile Autocrat was a mid-range model introduced for 1911. The Autocrat rode a proprietary 124-inch wheelbase and was based upon a rugged frame built from a pressed alloy of nickel and steel.

Though the model was equipped with a four-cylinder engine, the cylinders featured an increased displacement shared by the company's flagship Limited model. As the cylinders were cast in pairs, the Autocrat's 471-cubic-inch vertical T-head engine was essentially a junior version of the Limited's six-cylinder engine, developing in excess of 40 hp.

Available in five different body styles, the Autocrat was clothed in aluminum coachwork trimmed with leather and offered with three factory paint colors: Brewster green, royal blue, and cardinal red. While a top assembly, windshield, and the company's new air-type self-starter were offered as optional equipment, the model was standard-equipped with 8-inch headlamps, side and tail lamps, Trauffault-Hartford shock absorbers, an Oldsmobile dragon horn, and a tool set.



The Autocrat received a nice bit of publicity when Oldsmobile entered two factory prototypes at the 1910 Vanderbilt Cup on Long Island, where team captain Harry Stillman finished a respectable 11th place. Fewer than 1,000 Autocrats were built in 1911, of which only a small percentage were finished as roadsters. Marque experts believe that no more than a handful of examples survive today, with only three currently known.

Claiming almost 70 years of fastidious care by three dedicated owners, this sensational Autocrat roadster benefits from a comprehensive restoration in the 2000s, after which the car enjoyed display in a private museum collection. Though the Oldsmobile's early history is scant, the car was apparently finished in the unusual three-passenger roadster configuration. By the early 1950s the car was discovered by the bellwether heavyweight collector Barney Pollard, a former Packard experimental department employee who owned approximately 700 Brass Era vehicles at one point and was affectionately known in his hometown Detroit as "Mr. Antique Automobile." As demonstrated by a period photo in which Pollard's mother is sitting in the driver's seat, the Autocrat had been converted to a service vehicle of some kind with an elevated floodlight in place of the rear seat.



Mr. Pollard retained the Autocrat for 20 years or more, during which he occasionally received offers of purchase from Dick Neller of Lansing, Michigan, a noted Oldsmobile collector who went on to co-found the R.E. Olds Transportation Museum in Lansing. In the early 1970s, Pollard finally relented, and Dick and Sue Neller bought the Autocrat and restored it, reportedly retaining Oldsmobile specialist Eldon Ebry to rebuild the engine and other mechanical systems, while refitting a single rear seat and refinishing the body in light grey paint with black fenders. The Nellers often drove the Autocrat on vintage tours and displayed it at antique-car shows, including meets of the Oldsmobile Club of America, where it was once photographed and later depicted in Dennis Castelee's 1981 Crestline marque guide, *The Cars of Oldsmobile*.

In 2005 the Autocrat was purchased from Mrs. Neller by Jim Bradley, and he commissioned a frame-off restoration that included repainting the frame and exterior in a two-tone scheme of light and dark red and installing an electric starter for more reliable operation. After completing refurbishment, the Oldsmobile was exhibited at the 2009 Meadow Brook Concours d'Elegance,

winning a class award and the Most Significant General Motors Car Award.

Since undergoing this careful restoration, the Autocrat has accrued very few miles while being displayed in the consignor's private museum for a number of years. Well maintained by the current owner and recently serviced and detailed by RM Auto Restoration, the Oldsmobile starts and runs well; however, bidders are advised that the car may require additional service to ensure reliable performance at long-distance touring events.

It is noteworthy that this highly authentic Brass Era Oldsmobile retains its correct original aluminum body and alloy chassis, and it is replete with period details, such as a Jones 100 mph speedometer, dashboard clock, artillery wheels, lantern-style running lamps, Solarclipse headlamps, and dual rear spare tires. One of perhaps three examples still known to exist, this remarkable Autocrat is ideal for presentation at Brass Era exhibitions and AACA meets, offering one of the earliest surviving cars from the important General Motors division.





392

1913 PACKARD MODEL 38 FIVE-PASSENGER PHAETON

VEHICLE NO. **38315**

ENGINE NO. **38471**

BODY NO. **38556**

\$350,000 – \$500,000

Offered from the noted collection of Mr. Jim Bradley

One of four phaetons known to survive; the only one built during the initial 1-38 production run

Restored by and displayed at Harrah's Auto Collection for nearly 30 years

Three fastidious caretakers since 1956

Fresh show-quality restoration completed in 2019

A highly authentic and rare example ideal for concours display and marque events

Introduced in December 1912 for the 1913 model year, the Model 38 was the first Packard to employ a self-starting engine and the first to be equipped with left-hand drive. The Model 38 was available in eleven different body styles across three different wheelbase lengths, the longest of which (at 138 inches) was offered with five-passenger phaeton coachwork that measured a massive total length of 179.25 inches.

The latest Junior Packard was powered by a brand-new L-head straight-six displacing 415 cubic inches and developing 60 hp, or 38 ALAM hp (thus the model's nomenclature). Standard-equipped with a storm-tilt windshield, electric side lamps and headlamps, an electric/kerosene rear warning lamp, two extra demountable rims, rear tire carrier, and tool kit, the 38 was also fitted with a new instrument-control board mounted on the steering column.

In February 1913, Packard updated the 38 in a more developed form for the 1914 model year under the name Model 1438. In total 1,618 cars were built for both '13 and '14, but only a small portion featured the five-passenger phaeton coachwork offered on the massive 138-inch-wheelbase chassis. A roster compiled

by marque enthusiasts accounts for no more than four remaining phaetons, of which this car is the only first-generation 1913 Model 1-38 example known to survive (the other three are continuation Model 1438 examples built in 1914). Interestingly, there are only a total of twelve complete 1913 Model 38 Packards in the roster.

Offering incredible rarity and benefitting from a recent upgrade restoration, this remarkable Packard 38 is an impressive example. Though vehicle no. 38315's early history is unknown, by the 1950s the phaeton is believed to have been owned by Bell & Costello's Garage in Cambridge, New York. In 1956 the Packard was reportedly purchased from the garage by William Harrah's well-known Auto Collection in Reno, Nevada, and the

car was completely restored, including a new two-tone finish in black and maroon with red pinstriping. The 38 was then exhibited by the National Automobile Museum for close to 30 years.

In February 1983, Harrah's sold the stately Model 38 to Packard collector Richard Veghte of Golden, Colorado, and he strove to maintain the car in the utmost original condition, consistently addressing upkeep of the wiring, self-starter, and mechanical systems. Mr. Veghte ultimately kept the phaeton for nearly three decades, and his fastidious care was certainly to credit for the car's remarkably preserved condition when purchased by Jim Bradley in 2012. The consignor has continued the Packard's long record of faithful maintenance, equally endeavoring to retain the utmost authenticity in the car.







Since 2012 the car has been well maintained while being displayed in a private museum. In 2016 a show-level upgrade restoration was commenced (completed in 2019) that included new paint that was matched from the original paint color found under the original upholstery, correct new leather upholstery, a new top, new nickel plating, lights restored by Rick Britten, detailing of the engine compartment and undercarriage, new “Non Skid” tires, new rims, a new radiator with correct core, and mechanical service as needed.

The Packard has accrued only test miles since the restoration was completed. The car has been well maintained by the current owner and has recently undergone service and detailing by RM Auto Restoration. The phaeton starts and runs well, however bidders should note that additional service may be required to ensure reliable performance during future long-distance touring events.

One of four examples known to survive, and the only one built during the model's initial production run before February 1913, this five-passenger phaeton boasts extreme rarity and furthermore benefits from the steadfast attention of just three dedicated caretakers over the last 63 years. It can expect a warm welcome at Packard club events, AACA and VMCCA meets, and Brass Era gatherings, abounding in authenticity while evoking the company's identity as the transport of presidents and potentates.



393

1914 CADILLAC MODEL 30 FIVE-PASSENGER TOURING

CHASSIS NO. **92978**

\$100,000 – \$125,000

Offered from the noted collection of Mr. Jim Bradley

Comprehensive restoration by a marque expert completed in 2001

Highly awarded example, including multiple Best of Shows from the Cadillac-LaSalle club

Class awards at the Amelia Island, Meadow Brook, and Pebble Beach Concours d'Elegance

Fastidiously maintained within the consignor's private museum for 13 years

Documented with factory build log, prior registration, and history by the consignor

An exquisitely restored and maintained example ideal for exhibition or vintage touring

In 1914 Cadillac updated the Model 30 for its final year of production with a switch to left-hand drive, a new floor-hinged steering wheel, and an optional two-speed direct drive axle. The five-passenger touring car was one of seven different coachwork options offered, and the 366-cubic-inch L-head inline-four developed 40–50 hp, capable of propelling the Model 30 to freeway speeds.

Per a factory build log, this beautiful Model 30 was dispatched in mid-October 1913 to its dealer of record, the Cadillac Auto Company of Denver, Colorado. According to a registration on file, the touring car was purchased by the renowned William Harrah collection in 1965 and was subsequently refurbished by the museum. The restored Cadillac was then displayed at the National Automobile Museum in Reno, Nevada, for nearly two decades before being sold in 1984 to Glen Hickman of Dallas, Texas.

Mr. Hickman retained possession for fifteen years, ultimately selling the Cadillac in 1998 to Robert Gibson of Ponca City, Oklahoma, who sold the car a year later to respected marque collector Ron Blissit of Norman, Oklahoma. Mr. Blissit conducted a frame-up restoration that comprehensively addressed every mechanical and cosmetic component, all the while prioritizing originality, authentic presentation, and drivability.

After completing restoration in 2001, the Cadillac was exhibited at numerous shows over the following two years, routinely winning awards in the process. In addition to claiming two Best of Show awards at Cadillac-LaSalle Club national meets, the Model 30 won its class at the 2002 Amelia Island Concours d'Elegance and won class awards at the Meadow Brook and Pebble Beach Concours

d'Elegance later that year. The exhibition acclaim was rounded out with awards at AACA and VMCCA events, as well as the Best Cadillac award at the 2002 Grand National Cadillac-LaSalle Meeting.

After passing to Bob Poe of Tulsa, Oklahoma, the Cadillac was sold to Jim Bradley in 2004, and he has dutifully maintained the car while displaying it in his private museum. Recently serviced and detailed by RM Auto Restoration, the Model 30 remains in show-worthy condition and is assured by the consignor to be well prepared for both exhibition and touring events. The remarkably authentic Cadillac is documented with a factory build log, prior registrations, and a history by the consignor, and it would make a nuanced complement to any marque collection or gathering of antique motor cars.





394

1931 PACKARD MODEL 833 DUAL-COWL SPORT PHAETON

VEHICLE NO. **145 737**

ENGINE NO. **327489**

\$125,000 – \$200,000

Offered from the noted collection of Mr. Jim Bradley

Class awardee and recipient of the FIVA Award at the 2009 Pebble Beach Concours d'Elegance

Fastidiously maintained for 42 years by the original owner

Documented with original dealer information sheet and correspondence

Subject of feature article in the November 1978 issue of Car Collector magazine

Completely functional example ideal for touring or display

One of the most original open classic Packards known to survive

Introduced in August 1930, the Eighth Series junior Packards integrated valves and manifolding from the prior year's 734 Speedster, lifting power of the 319-cubic-inch L-head straight-eight to an even 100 hp. The Model 833 rode a 134.5-inch wheelbase and was offered in 11 different styles of factory coachwork, including the dual-cowl sport phaeton.

Benefitting from 42 years of care by the first owner, this incredibly authentic Packard also claims the distinction of winning the FIVA Award at the 2009 Pebble Beach Concours d'Elegance, a benchmark of the car's highly preserved originality. The beautiful Model 833 was originally purchased as a birthday gift for 17-year-old Jonas Homer Edwards, who traveled from his home in Lewiston, Maine, to Boston to accept delivery in late May 1931. To this day the phaeton continues to feature his monogram on the doors.

Over the next four decades, Mr. Edwards pampered his Packard with fastidious care, reportedly never driving the car in inclement weather and storing it on blocks each winter. The odometer displayed just 25,000 miles when Edwards sold the car in 1973 to a close friend, who retained possession for five years. In 1978 the Model 833 was sold to Larry Bailey of Buford, Georgia, and he immediately drove the Packard on that year's Glidden Tour, winning the award for Best Unrestored Car. The phaeton was then the subject of a feature article in the November 1978 issue of Car Collector magazine, where it was dubbed "the Birthday Packard."

By the mid 1990s, the Packard passed to Bruce Male of Swampscott, Maine, and it was displayed at several East Coast events before being sold in the 2000s to respected collector Jack Boxstrom. Still in remarkably preserved condition, the 833

was invited to the 2009 Pebble Beach Concours d'Elegance, for which it underwent a round of sympathetic freshening by RM Auto Restoration. Presented at the concours, the phaeton was awarded in the Prewar Preservation class and was honored with the FIVA Award for "the best preserved and regularly driven pre-war car."

Acquired by Jim Bradley in January 2012, this highly authentic junior Packard currently displays 29,924 miles, and the consignor reports that all mechanical and ancillary systems continue to function properly. The well-documented phaeton retains its original factory paint, interior, top, and side curtains, and is probably the best-preserved car of very few surviving examples, offering an outstanding acquisition for any marque enthusiast or preservation automobile collector.





395

1909 PACKARD MODEL 18-NA LIMOUSINE

CHASSIS NO. **9353**

ENGINE NO. **9353**

BODY NO. **9515**

\$65,000 – \$85,000

Offered from the noted collection of Mr. Jim Bradley

Known to have originally been owned by the famed Pratt family of Pratt & Whitney

One of 11 examples believed extant; one of just three with limousine coachwork

A remarkable example of the first Junior Packard

Chassis no. 9353 displays in remarkably original condition, the result of careful attention by just five conservators over its lifetime. This Packard was reportedly originally purchased by the Pratt family, founders of the legendary American aero engine company Pratt & Whitney. In 1940 the Model 18 was sold to family friend George Waterman of Providence, Rhode Island, and he retained possession for 15 years before selling the Packard circa 1955 to Leonard Davis of Pontiac, Michigan.

Mr. Davis conducted a sympathetic restoration that included the current finish in Brewster Green over ivory wheels. Around 1958 the Packard passed to

Paul and Katherine Hedburn of Woolridge, Illinois, and they exhibited the car at the Greenfield Village Old Car Festival (organized by the Henry Ford museum) in 1958 and 1960, ultimately keeping the rare limousine for almost six decades before selling it to Jim Bradley in October 2015.

Bidders should note that while the Packard starts and runs well and was recently serviced by RM Auto Restoration, the car may require additional service before it can be reliably driven on longer touring events.

Though 802 examples of the Model 18 were built, marque experts believe that just 11 examples remain extant today, of which only three were bodied as limousines. Chassis no. 9353 is the earliest of these survivors, offering an extremely authentic example that retains its original upholstery, side curtains, beveled glass, tool kit, and the definitive Packard-scripted brass lamps.



1947 CHRYSLER WINDSOR HIGHLANDER CONVERTIBLE

396

Single-family ownership since 1975

Recent restoration in correct Sumac Red

An original, plaid-trimmed Highlander convertible

Following World War II, all the domestic auto manufacturers were selling warmed-over versions of their pre-war cars. Chrysler was no exception, offering updated 1942 models from 1946–1948. Some 11,200 Windsor convertibles were produced over the three-year period, all powered by a 114 hp, 250-cubic-inch “Spitfire” six-cylinder engine. The semi-automatic Fluid Drive transmission was optional at \$32.

Having been purchased by the consignor’s father from a Hemmings ad in 1975, he drove the car home from New York to Canada. Described as a fine original car, it was toured regularly by the family until purchased by the consignor from his mother a few years following his father’s passing in 1994. The engine was rebuilt in 1989–1990, and it is described as still being a “great-running and wonderful driving car.”

The Highlander was restored five years ago, including new paint, new interior, a detailed engine compartment, and a new convertible top and tires. Finished in a correct Sumac Red with tan canvas roof, it was refitted with the correct Highlander plaid interior at the time of restoration. The Highlander insignia on the dash notes that this car was delivered as such, and it remains to this day. It is equipped with desirable extras, including Fluid Drive, radio, and heater, as well as whitewall tires, which became optional in 1947.

In the trunk one will find the tools and jack, along with the original trunk mat and what the consignor believes to be the original spare tire. It has been driven countless miles by the family prior to restoration and approximately 1,000 miles since restoration. The Chrysler has never been shown, though taken to local events, and is the ideal car for family enjoyment. The consignor calls it a “proven runner,” properly sorted and ready to enjoy.

CHASSIS NO. 70609560

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



397

1929 PACKARD CUSTOM EIGHT OPERA COUPE

ENGINE NO. **169785**

\$135,000 – \$160,000

Rare opera coupe body style

Previously of the Ken Vaughn and Phil Hill collection

Classic Car Club of America (CCCA) Full Classic

A standout of Packard's stellar Sixth Series of 1929, the 640 Custom Eights were among the most attractive and imposing automobiles of the Classic



Era. They were aggressively elegant, with long hoods, sweeping fenders, and large oval-backed headlights, a one-year-only feature on Packards. Such standout design features were found throughout the car, from bright molding around the cowl to a drop molding along the beltline that could be accented with a contrasting color decor panel. Powered by a seven-main-bearing, 385-cubic-inch straight eight with a rigid one-piece cylinder block casting, it was quiet yet powerful, an ideal choice for those who prioritize luxury and performance above all else.

The Packard offered here is a beautifully restored example of the rare opera coupe body style variant of the Sixth Series Custom Eight. Built on the 640 chassis, this rare and unusual body style featured a more generous coupe configuration with a full and luxuriously appointed back seat. The driver seat is

flanked by a small folding seat which enabled easy ingress to the back seat. It is thought that this body style was likely meant for a chauffeur and footman with the primary occupants riding in the rear seats.

The Packard is attractively finished in dark maroon and black with black fenders. It rides on solid wheels finished with the correct pinstriping and wearing wide whitewall tires. Other options include dual side mounts and Packard trunk rack. Under the hood the big straight eight runs strongly and displays the correct equipment, including vacuum tank, bronze Packard carburetor, and North East distributor. The intriguing interior is correct to original standards. It is fitted with the proper wool broadcloth

and highly decorated with elaborate wood trim displaying idyllic romantic scenes in marquetry.

All things considered, this is a very well-loved Packard in excellent restored condition, complete with all its so-often-lost extras. A recent, complete mechanical inspection and service were completed by noted Packard restorer Robert Escalante of Custom Auto Service in Santa Ana, California. Included with the sale is a selection of documents which confirms the provenance of the automobile. Though exact production figures are not known, the Custom Eight opera coupe is rarely seen and rarely sold, making this an important opportunity for a dedicated Packard enthusiast to add a truly superb automobile to their collection.





398

1931 CHRYSLER CG IMPERIAL DUAL-COWL PHAETON

COACHWORK IN THE STYLE OF LeBARON

CHASSIS NO. **CG 2577**

\$140,000 – \$180,000

OFFERED WITHOUT RESERVE

Extremely attractive dual-cowl phaeton

Proven history of touring success

Classic Car Club of America (CCCA) Full Classic

Includes an original instruction book

By 1931 Chrysler's Imperial had grown from simply an upmarket version of lesser models into something truly unique and special. It had been graced with classically beautiful styling, which was inspired by the Cord L-29, and was noteworthy for its massive 145-inch-wheelbase chassis and smooth 125-horsepower straight eight. Not only was this car big and powerful, but it was also a superb driver, with advanced steering geometry that made it surprisingly easy to swing through wide corners at speed. The term "driver's car" is seldom applied to American Classics of this era, but it is wholly apt for the Imperial.

Drivers with funds to spare could opt for "semi-custom" bodywork that had been supplied by the LeBaron imprint of Briggs and styled by Ralph Roberts. With aviation in the forefront of American culture, the open LeBaron custom body styles adopted aircraft-like leather interiors that wrapped around the cowl and over the doors. Riding in one of the 85 dual-cowl phaetons built in 1931 was not unlike coasting along the ground in one's biplane.

Surviving 1931 Imperial dual-cowl phaetons are scarcer than their 1932 or 1933 counterparts, with only approximately 10 examples known to exist today. The example offered here is considerably more unusual, as it is a right-hand-drive example built for the export market, where it was delivered to South Africa. Rebodyed with its current phaeton coachwork many years ago while in South Africa, the car has been extensively driven and is a proven tour

performer. The consignor, Mark Thomas, notes with pride that the car completed the entire “Re-Discover America” CARavan tour with the CCCA in 2013. This tour saw a grueling trip across the continental United States from Times Square, New York, to the Golden Gate Bridge in San Francisco, California. Thomas proudly exclaims that it was one of the few vehicles to never need the trouble truck or spend any time on the trailer during the more than 3,000 miles of driving. Though, notably, the side curtains did come in handy driving through Yellowstone Park.

Immediately following completion of the cross-country tour, Mr. Thomas rushed his Chrysler back to Hickory Corners, Michigan, to attend the CCCA Museum’s “The Experience” CCCA event, where Chrysler was the featured marque. It was important that the car be at the event, as the phaeton had served as the model for the event poster by artist David Chapple.

With a history of performance, stunning build quality, and exceptional presentation, this Chrysler is extremely hard to beat. It is due for a fresh round of show appearances, or, given the CG Imperial’s famous drivability, enjoyment on CARavans and tours. The possibilities are as beautiful as they are endless.





The image shows a collection of vintage cars. In the foreground, a bright yellow car is prominent, featuring a large, round, chrome headlight and a black tire. The car's body is painted a vibrant yellow, and the word "Studebaker" is partially visible in a cursive font on the front grille. Behind it, a red car with a black top is visible. The background shows a museum or showroom setting with an American flag and other vehicles.

THE MUCKEL COLLECTION

LOTS 399 - 406

The Muckel Collection focuses on the early decades of motoring, featuring eight significant Brass Era vehicles known today as orphan cars—built by manufacturers that have discontinued business entirely—from well-known Southern California collector Mr. John Muckel. As a passionate car enthusiast, Mr. Muckel enjoys driving each of his cars on a regular basis whether on the street or in Brass Era tours and driving events around the world. Every car in the collection is on a strict maintenance and driving schedule to ensure they are all ready to use at any given time.



399

1904 PIERCE ARROW

CHASSIS NO. **868**

ENGINE NO. **868**

\$175,000 – \$225,000

Offered from the Muckel Collection

Formerly owned by Harrah's Automobile Collection and Carl J. Schmitt

The sole surviving example with this styling

Past participant in the London-to-Brighton Veteran Car Run

Exceptionally well built with 15 hp—fast for its era

A fascinating piece of “pre-hyphen” Pierce-Arrow history

The astute reader will note here the lack of a hyphen in the name Pierce Arrow. In the early years of the George N. Pierce Company's auto manufacturing efforts, the marque was simply the Pierce, and Arrow referred to a model. In the case of the 1903-04 Arrow, as seen here, it was equipped with a 15-horsepower, twin-cylinder engine. It is believed that total production of the Pierce Arrow was only

125 examples over the two-year run, and only three of them remain extant today. They stand as testament to the robust quality and fine design of even the earliest Pierce automobiles.

This Arrow was acquired by the famed Harrah's Automobile Collection in 1963 as an engine and chassis, and was preserved in their vast holdings, awaiting restoration, for over twenty years. When the Harrah's collection was dispersed in the early 1980s, the Arrow was sold to the well-known Pierce-Arrow enthusiast Rodney Flournoy and was stored in his ownership until 2001. It was then sold to Carl J. Schmitt of Walla Walla, Washington, a noted member of the Horseless Carriage Club of America, known for the fastidious maintenance, documentation, and use of his automobiles. Indeed, the car's history file includes correspondence between Mr. Schmitt and

various other Pierce authorities and automotive historians, as well as photographs of the chassis, engine, and parts as they were acquired by Mr. Schmitt.

Mr. Schmitt submitted the car to Allan Schmidt of Horseless Carriage Restorations in Escondido, California, where, over a five-year period, it was carefully restored to its original configuration, including a body precisely fabricated to the original factory design—the second of three styling variations used for the Arrow. Numerous other parts were borrowed from another Arrow and precisely duplicated, as well. The result was shown at the Kirkland Concours d'Elegance in 2006, winning Best in Class.

Since joining the Muckel Collection in 2008, the Pierce has continued to be well cared for and appeared at the Pebble Beach Concours d'Elegance in 2010. In 2011 it traveled to England with John Muckel and completed the London-to-Brighton Veteran Car Run, a legendary test for these vehicles. It would be certainly welcomed back to that event in the future, as well as to One- and Two-Cylinder Tours here in the United States. The 15-horsepower engine and unusually sturdy, well-engineered construction would make it a powerful and especially rugged entrant.





400

1911 SELDEN MODEL 40R VARSITY ROADSTER

CHASSIS NO. **2480**

\$150,000 – \$200,000

Offered from the Muckel Collection

One of just six known surviving Selden automobiles

Known, well-researched ownership history since new

Older Pebble Beach award-winning concours restoration

Accompanied by literature and an impressive history file

**A significant and storied name from
American auto-making history**

On 5 November 1895, George B. Selden was granted a patent for an internal-combustion engine and its use in an automobile. Selden was aggressive in his pursuit of royalties, eventually gathering a 0.75 percent stake in all cars sold by the Association of Licensed Automobile Manufacturers, as denoted by the presence of a “Selden Patent”

plate on early American automobiles sold at the time. The royalty gravy train came to a halt in 1911, when a bruising eight-year trial instigated by Henry Ford ended with a judge’s ruling that the modern internal-combustion automobile engine was, in fact, not related to Selden’s design.

What is little remembered today is that Selden also built his own automobile, establishing the Selden Motor Company in Rochester, New York, in 1907. The firm produced its first car in 1909 and continued through 1912. The Selden automobile was a fine-quality, upper-mid-priced automobile of attractive design, including the 40R Varsity Roadster of 1911, a lovely, sporting job with a “mother-in-law” seat and 40-horsepower, 356 cu. in. four-cylinder engine on a 125-inch-wheelbase chassis.

The 40R Varsity Roadster offered here is one of only six Selden automobiles extant and has a known history back to the original owner, a Rochester local by the name of Fred Todd. According to Mr. Todd's daughter, Harriet Keutmann, in conversations with later owner Bob Mahoney, the car was acquired directly from Mr. Selden, a fellow Rochester businessman. A photo in the file, a copy of which was provided by Mrs. Keutmann, shows the Selden "rumble seat roadster" at a family picnic in 1913!

Mr. Todd owned the Selden until his death in 1927, repurposing it in later years as a truck on the family apple orchard. In 1953 it was acquired from the Todd heirs by Clarence Sharp. The car passed through two generations of the Sharp family, then was sold in 1983 to Bob Rohrer of Pittsford, New York. Enthusiast Bob

Mahoney of Leicester, New York, acquired the Selden in 1991 and completed its meticulous restoration, including re-creating the original coachwork and sourcing proper brass lights, by 1996. The result received AACA Senior Grand National honors, the prestigious AACA Cup, and in 1997 even appeared at the Pebble Beach Concours d'Elegance, winning 2nd in Class.

John Muckel acquired the Selden for his collection in 2007, after 104 years in the Rochester area, and it has been much enjoyed now for over a decade. Well-preserved and still very snazzy in its white-and-grey livery with cherry-red upholstery, this Selden is a real treat—both a peppy, well-designed automobile to drive, and a conversation piece for the astute historian of American automotive history.





401

1912 LOCOMOBILE MODEL 48 'M' FIVE-PASSENGER TORPEDO

ENGINE NO. **5273**

\$400,000 – \$600,000

Offered from the Muckel Collection
Known history since the early 1930s
Older concours restoration in beautiful condition
Former winner of the AACA Cup
Ideal for further shows and Brass tours
A great example of one of America's
best-engineered Brass cars





The Locomobile Model 48 was one of the few automobiles whose engineering survived virtually unchanged from the Brass through the Nickel and Classic Eras. Originally introduced in 1911 as the Model 'M,' it would be produced with relatively few mechanical changes for the next 18 years, through the end of Locomobile production in 1929. During those nearly two decades, it enjoyed a faultless reputation with a certain kind of customer—a very wealthy, conservative American captain of industry, who favored time-tested engineering over the latest complex frivolities. The Model 48 was superbly, carefully built, using only the best materials, including numerous special metals in its T-head six-cylinder engine. Properly maintained, these cars could run for decades in and out of a family's carriage house.



The early Model 'M' offered here has had its history traced back to the late 1930s, when it was discovered at Richard and John Hoyt's farm and sawmill in Shelburne Falls, Massachusetts, complete less most of the original body and being used as a pickup. Charlie Ker, a milkman from Allenwood, New Jersey, bought it from the Hoyts and, as his wife later recounted, spent months cleaning it up, after which he used the car to attend one of the first post-war Glidden Tours. Eventually it was, somewhat amazingly, retired to the back of the Ker family room in Allenwood, where it eventually became "walled in" by the couple's antiques collection.

There the Locomobile remained until 1995, when it was purchased as a "family-room find" by Chris Figge of Westerville, Ohio. Mr. Figge worked alongside Tim Ohlendorf of Ohlendorf Restorations to complete a beautiful restoration.

Remarkably, the chassis was incredibly intact, and many of the original components, down to the grease cups, were saved and reused. The body was precisely re-created, using exact measurements taken from the panels and hardware of a surviving original 1911 body, and was fitted with many of the accessories shown in factory literature of the year, including Klaxon horn, tire covers, clock, Jones speedometer, Prest-O-Lite tank, brass foot rails, an extra taillamp, and Hartford shock absorbers. All brass was restored by the noted Rick Britten. Even the carpet mats and tire covers are both correct to those shown in factory literature, indicative of the level of detail. Upholstery was completed by



Ernie Schwartz. The only deviations from “stock” were the fitment of a very discreet starter, for ease of operation, and an upgrade to later cast-iron Locomobile brake drums, converted to hydraulic operation for safety.

Testament to the quality of the work, the Locomobile received one of the AACA's most prestigious honors, the AACA Cup, for the Central Division in 2006. It was also the subject of feature articles in *Antique Automobile* magazine (March/April 2007) and

in the *Horseless Carriage Gazette* (May/June 2008). Mr. Muckel subsequently exhibited it at the 2009 Pebble Beach Concours d'Elegance. Today it is complete with a detailed history and restoration file, as well as an original manual.

One of but eleven extant 1911 and 1912 48-horsepower Locomobiles, and the only known 1912 Five-Passenger Torpedo, this handsome machine, still in beautifully detailed overall condition, is in the first rank of Brass Era touring cars.





402

1909 STODDARD-DAYTON MODEL 9-K INDIANAPOLIS REPLICA

ENGINE NO. 9/F/772

\$90,000 – \$110,000

OFFERED WITHOUT RESERVE

Offered from the Muckel Collection

Beautiful re-creation reportedly on an original Model 9-K chassis

Fascinating overhead-valve Hemi four-cylinder engine

Honors the car driven at the first race at Indianapolis by W.F. Clemens

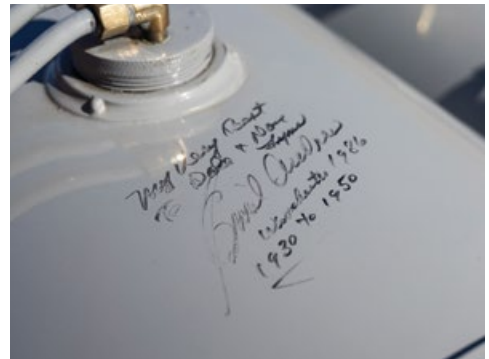
“Wonderful fun to drive!”

Produced in Ohio from 1905 to 1913, the Stoddard-Dayton is an automobile today held in deserving reverence by Brass Era enthusiasts. Its product was beautifully built and advanced in its engineering, with powerful engines that boasted features such as inclined overhead valves and hemispherical combustion chambers, decades ahead of most other American automakers.

The car was a real performer, something of which Carl Fisher took advantage. Fisher was a man of many business interests, all of them intertwined; his main fortune came from Prest-O-Lite acetylene

headlamps, but he was also one of the developers of the Indianapolis Motor Speedway and, as it happened, the Indiana Stoddard-Dayton distributor. A Stoddard-Dayton driven by Fisher paced the first Indianapolis 500—product placement that, like the car itself, was ahead of its time.

This example honors the number 21 Stoddard-Dayton driven by Fred “Jap” Clemens to a 2nd-overall finish in the very first race held at the Speedway, the 100-mile Prest-O-Lite Trophy, on 19



August 1909. It had previously been owned by one of the most avid and famous early collectors on the West Coast, Art Austria of Venice, California. Mr. Austria collected many significant Brass and Nickel Era automobiles long before others caught the passion and from the 1930s into the 1960s was well-known for providing them to Hollywood.

The car was acquired from Mr. Austria's collection by Buck Boudeman of Michigan, who sold it in 1978 to his friend Don Lyons as an intact 113½-inch-wheelbase chassis, engine, transmission, axles, and wheels. After restoration to the present configuration in 1984, the car remained in their ownership until John Muckel acquired it in 2009. It bears the autographs of racing legends Emil Andres and Lujie Lesovsky and is accompanied by an original manual and some additional literature.

Any of the nimble, speedy Stoddard-Daytons is a delight to drive—but few are more exciting than this one, which looks and feels ready for the Brickyard!





403

1908 STANLEY MODEL M FIVE-PASSENGER TOURING

CHASSIS NO. 4261

\$250,000 – \$300,000

Offered from the Muckel Collection

The fastest, most powerful road-going Stanley model ever produced

Well-maintained older restoration by the late Carl Amsley

Formerly owned by Richard C. Paine and Otis Chandler

An ideal steam tour car with remarkable performance

The Stanley steam car had a well-earned reputation for performance in the early years of the automobile; its engineering was then seen as the pinnacle of high-tech design and made for a very fast car that famously set the land speed record at Ormond Beach, Florida, in 1906. Yet in many ways it was also something of the American Bugatti—a relatively small, light machine, without the impressive towering visuals of, say, a Peerless or a Pierce Great Arrow.

That changed in 1908 with the introduction of what was truly the ultimate Stanley, the Model M, representing the peak of the company's designs—what the 66 was to Pierce and the Limited to Oldsmobile. It was a roomy five-passenger touring car; like the famous Model K, it was built on a 114-inch-wheelbase chassis and equipped with



the largest and most potent 30-horsepower engine and a 550 psi boiler. These mechanical specifications, identical to the land-speed-record-setting Stanley of fame, could propel the Model M and its passengers along at 70 mph for as long as there was water in the tank. In performance and stature, it was every bit the equal of any internal-combustion road car the world's builders could create to challenge it. It was humbly but quite accurately described by its builders thus: "We believe this is the most powerful stock touring car ever built in the world."

Very expensive, the Model M was small in number; only 75 were made over two seasons, 1908 and 1909, and no original example has survived. Fortunately, as with many Stanleys, several very

authentic and high-quality examples have been produced since from original parts, among them that offered here. It was built by the late Carl Amsley of St. Thomas, Pennsylvania, the most well-known Stanley expert of his era, highly regarded for the craftsmanship and excellent engineering of his cars. Completed in 1978, the car was awarded National First Prize in Antique Automobile Club of America competition, testament to the build quality involved.

The completed Model M was acquired by Joseph L. Knapp of St. Cloud, Florida, then passed to the revered collector and sportsman Otis Chandler, a man who appreciated high performance from all eras. In 1985 it was exchanged in one of Mr. Chandler's regular







transactions with Richard C. Paine's famed Seal Cove Auto Museum of Maine. There it remained alongside several other highly notable Stanleys until 2008, when it was acquired by John Muckel. It has now resided in the good care of the Muckel Collection for over a decade.

Today the restoration shows little overall use and good cosmetic care, with its rich, dark green finish accented in black, and a chassis, artillery wheels, and striping in lemon yellow. The interior is upholstered in button-tufted black leather overseen by a black

cloth top. Accessories, the highlight of any Brass automobile, include Rushmore acetylene headlamps, E&J kerosene sidelights and taillight, a trumpet-style bulb horn, and two large side-view mirrors affixed to the windshield frame. The car is accompanied by a selection of reprinted manuals and literature.

Every Stanley enthusiast should desire a Model M—the ultimate performance thrill from a company that built the fastest land-going vehicles of its era. It is an engineer and tinkerer's dream, fairly begging to move speedily once again down a country highway.



404

1911 RAMBLER MODEL 65 SEVEN-PASSENGER TOURING

CHASSIS NO. **26689**

ENGINE NO. **930**

\$250,000 – \$300,000

Offered from the Muckel Collection

The only surviving Model 65

Fascinating known ownership history since new

**Immaculate older concours restoration;
shown at Pebble Beach**

A powerful big-horsepower beast for significant Brass tours

To most American enthusiasts, the name Rambler recalls Nash-Kelvinator's adorable little jumping bean of a car from the early 1950s. The name actually hails from the most famous marque of the company that Charles Nash bought in 1919, the Thomas B. Jeffery Company of Kenosha, Wisconsin. Jeffery's Rambler was a high-quality, upper-mid-priced automobile, of which numerous iterations were produced between 1902 and 1916.

None of the Brass Era Ramblers were more scene-stealing than the Model 65, a large model of 1911 with a 45 hp, 431 cu. in. four-cylinder engine on a 125-inch-wheelbase chassis, sold at an impressive cost of \$3,050. A luxuriously appointed beast in Dark Brewster Green, it was a true king of the road that could challenge what were then the top models of Pierce and Packard in horsepower and scale.

The Model 65 offered here is literally "the" Model 65, as the only known survivor. That it remained in existence can be credited to the original owner, Silas N. Johnson, a highly prosperous Coca-Cola bottler, Budweiser distributor, and brick manufacturer in the frontier town of Laredo, Texas. Mr. Johnson knew the land well and accordingly specified his new Rambler from a local dealer, the International Automobile

Company, with a wider-than-standard track for additional stability on the rocky local roads. Unfortunately, he could do little about the large tires required for the 40x5 in. wheels, which proved difficult to replace in Laredo. Accordingly, after little use, the grand Model 65 was retired to one of Mr. Johnson's buildings, and there it remained in dry storage until 1963.

That year, the car, reportedly complete down to its Texas registration plate, was sold from the Johnson Estate to Karl Binner, who kept it himself for 33 years. In 1995 it passed to Clyde Stevens of Farmington, Utah, then, a decade later, to Ray Gibson of Turlock, California. Mr. Gibson finally embarked on a restoration, reportedly making every effort to use as many original components as possible, including the rare and correct engraved Rambler headlamps. Following completion of the three-

year restoration in 2008, the car was exhibited at the Pebble Beach Concours d'Elegance, where it received a class award.

In 2010 the Rambler was purchased by Rick Eagen of Evergreen, Colorado, in whose ownership it was judged Best of Show at the Saratoga Springs Invitational Concours in 2011. A year later it joined the Muckel Collection, where it has enjoyed proper care and maintenance since. It is mounted on reproduction 32-inch wheels and rims, produced specially for the car by Coker, and is accompanied by a history file.

It would be a joy to drive this Rambler on any number of Brass tours—or perhaps take a back road to the now very modern, sophisticated city of Laredo to reintroduce it to the place where its long life began.









405

1915 STUTZ MODEL 4F BEARCAT

CHASSIS NO. **4F-2658**

ENGINE NO. **A1 1006**

\$450,000 – \$600,000

Offered from the Muckel Collection

An authentic Bearcat, as noted by late historian Paul Freehill

Formerly of the Charles LeMaitre and James Bradley collections

Well-preserved, award-winning restoration

One of America's earliest sports cars; a performance icon of its time

Perhaps a few in the stands at Indianapolis in 1911 saw Harry C. Stutz's creation coming, but they were in the minority, as they were engineers and fellow veterans of the early automobile industry, and they knew Stutz's genius. The car that he built under his own name averaged 62.375 mph for 500 miles in that first running of the 500, running with only minimal mechanical adjustment and 13 pit stops, 11 of which being for tires. Though it did not win the

race, its durable performance was considered outstanding for a first independent production effort. Stutz took advantage of the notice, promoting his car as “the Car That Made Good in a Day.”

The production version of that car was the Model A Bear Cat of 1912. It was powered by a Wisconsin-built mill that Stutz historian Raymond Katzell referred to as “of appropriate size, that had already accumulated a splendid record for stamina and performance in racing.” Harry Stutz’s mechanical brilliance increased the engine’s performance to an estimated 60 horsepower, which was fed to the rear wheels through a transaxle—a technological advancement that was some five decades ahead of its time. When installed on a 118-inch

wheelbase chassis with the Bear Cat’s minimal bodywork, which comprised just seats and tanks, the Wisconsin T-head four propelled it to superb speeds from an already extremely lightweight performance-designed chassis.

The sporty Bear Cat was promoted by Stutz to the carbon copy of their racing model. “We are now building duplicates of this ‘car that made good in a day’ with absolutely the same material, workmanship, and design,” boasted the 1912 factory catalogue. True indeed, as men of the era, with money to burn and gasoline in their blood, took to the dirt and board tracks in Bear Cats, setting up a heated rivalry with competitors, most famously the Mercer Raceabout of New Jersey.





THIS BEARCAT

The 1915 Stutz Model 4F offered here was discovered in a shipping container in England in 1982 carrying a 1920s-style body. The late Brass Era Stutz expert Paul Freehill, of Stutz Specialties in Fort Wayne, Indiana, inspected the car and identified the gas tank as an original, correct 1915 Bearcat unit, in addition to verifying that the frame had the correct 118-inch span, both as noted in correspondence from Mr. Freehill, which is included in the file. Thus, it was determined that this car had been born originally as a Bearcat and was among the authentic survivors. Mr. Freehill built a correct 1915 Bearcat body and shipped it to England, where it was mounted on the chassis.

In the mid-1980s, the car returned to the United States, having been purchased by Willis Boyd of Santa Ana, California, who completed a fresh restoration. The car then passed through the well-known collections of Charles LeMaitre and James Bradley. In 2005 the car received further restoration work, including an engine rebuild by Charlie Troutman, and was shown by Mr. Bradley at the Meadowbrook Concours d'Elegance as part of the Magnificent Brass Cars class. It was later part of a well-known Southwestern collection before John Muckel acquired it in 2010.

Mr. Muckel has continued to make occasional show appearances with the Stutz, most prominently at the 2011 Ironstone Concours, where it was judged Best in Class and, thrillingly, Open Best of Show. It is still very thrilling to drive and remains in fine overall condition, ready for either extended touring or further show appearances—whichever the new owner prefers at the wheel of one of America's original high-performance sports cars.







406

1908 OLDSMOBILE LIMITED PROTOTYPE

CHASSIS NO. **14**
ENGINE NO. **60014**

\$550,000 – \$750,000

Offered from the Muckel Collection

The sole surviving prototype of one of the
largest, most powerful Brass Era machines

Formerly of the renowned Barney Pollard Collection

Beautifully detailed restoration by Allan Schmidt

Ideal for both concours and Brass
touring; a true king of the road





THE OLDSMOBILE LIMITED: KING OF THE BRASS ERA

The Limited, as one historian put it, was not your father's Oldsmobile, unless your father happened to be a Carnegie or a Vanderbilt. It has been called the most prestigious Oldsmobile of its era, but in reality it was the most prestigious car ever built under the name—a true world-beating luxury car developed to challenge Packard, Peerless, and Pierce-Arrow, then the “Three Ps” that signified the height of American motoring.

It was the latest evolution of an Olds that, in the Brass Era, had grown increasingly larger, more powerful, and bolder. In its initial 1910 form, it was based upon the prior Model Z, with the same



130-inch-wheelbase chassis and 505-cubic-inch, 60-horsepower T-head six-cylinder engine. Already, however, it had gained the stature that would make it famous, thanks to immense 42-inch wheels, among the largest fitted to any production automobile, making the Limited literally tower above its brethren.

The Limited was beautifully engineered and exquisitely built, but Oldsmobile soon saw the writing on the wall that less expensive models were the way of the future. It was produced for only three seasons, 1910 through 1912, and afterward Olds models grew progressively more modest, returning to the company's roots.

Today the Limited is exactly that. Only thirteen examples have survived: a pair of 1910s, ten 1911s, and a single 1912, in addition to the early prototype offered here. Of this group, the vast majority are in either museums—including the Nethercutt Collection, and General Motors' own Heritage Collection—or in long-term private ownership.



THE LIMITED PROTOTYPE

The example offered here is recognized as having been one of the two Model Z–based 1908 Limited prototypes and is the only one of these known extant today. According to the recollections of Mr. Pollard’s son, it seems to have been sold “out the back door” of General Motors to Barney Pollard via a well-connected friend. Mr. Pollard was one of the most famous names in early American collecting—and we do mean early, as he began gathering significant automobiles in the 1930s. He filled several Detroit warehouses with his finds, eventually stacking them on end and hanging others from the ceiling to maximize the use of space. To facilitate his vertical storage, many of the automobiles

had their original bodies removed, and such appears to have been the case with this fascinating Oldsmobile. In this form the car was registered to Mr. Pollard by its engine number in 1978 and was eventually united with a later touring car body during its time in his collection.

The Limited was eventually acquired from a friend of the Pollard family by Ron Carey and Bob Sullivan of Washington State, who undertook a comprehensive full restoration at the hands of respected craftsman Allan Schmidt’s Horseless Carriage Restorations in Escondido, California. Unfortunately, the Pollard body, removed for restoration, was caught in one of the Southern California wildfires and destroyed. The coachwork was thus

replaced with the present body, a design based upon the best features of other large Oldsmobiles of the era. These include an externally braced top with isinglass windscreen and “flying”-style fenders. The Limited reportedly retained all of its original mechanical components, including the engine, transmission, suspension, steering, and brakes, and was fitted with correct magneto and carburetor.

The completed restoration was shown to much acclaim, including at the Kirkland Concours d’Elegance in 2010, where it received

the Children’s Hospital Award for its rarity and general level of restoration. A year later it was acquired for the Muckel Collection, where it has continued to be well maintained in beautiful overall condition and treasured for its significance.

There are very few extant examples of the Olds Limited, one of the premier American automobiles of its time—unparalleled in size, power, and craftsmanship. None can match the flamboyance of this car, the sole surviving original 1908 prototype for the model, magnificently restored.





MFRS. CAR
247M ILL.
1908

FIRESTONE





407

1910 MAXWELL MODEL E FIVE-PASSENGER TONNEAU

CHASSIS NO. **3918**

\$50,000 – \$60,000

OFFERED WITHOUT RESERVE

Single-family ownership since 1951

Restoration and maintenance by Robinson Restorations

Regularly driven and extensively enjoyed by the consignor

**Show-quality restoration ideal for
concours or vintage driving events**



Remarkably, this Maxwell was found in 1937 in a carriage house in West Chester, Pennsylvania; its original owner was John Lukens. The car was first restored in 1940. Noted automotive collector and historian Henry Austin Clark showed the car in New York in 1948; a reprint of the original news clipping is available on file. The consignor's father purchased the car in 1951, restoring it from 1966–1968 and repainting it black. It was repainted in the correct color of dark blue in 1972, the only color available when the car was new

in 1910. About 15 years ago the front main was re-filled and valve work done. The car has been regularly maintained and the restoration refreshed with all work done by Robinson Restorations of Limerick Township, Pennsylvania.

The Maxwell has been enjoyed and driven extensively and used regularly throughout its history. It has not been shown recently, though it received AACA First Junior honors in 1968 and was a Glidden Tour participant in 1971 and 1972.

In 2012 the Maxwell received Best in Class honors at the Radnor Concours d'Elegance. Remarkably, the Maxwell retains all its original components, including carburetor, ignition, and muffler, with no modifications or replacement parts. It is powered by a 30 hp four-cylinder engine, which pioneered three-point suspension mounting of the engine. It is equipped with a top and windshield, as well as an optional Prest-O-Lite headlamp bottle. The all-steel bodywork is original to the car, and every piece of the car is authentic and not manufactured.

The only parts that have been replaced are the running-board wood and one floorboard, according to the consignor. The carburetor has been updated for improved drivability and a Bosch ignition fitted, but the original items remain with the car.

The consignor describes it as “a delightful car that drives and steers well and is ergonomically well designed for the era.”





408

1913 ROLLS-ROYCE 40/50 HP SILVER GHOST SPORTS TOURER COACHWORK BY BARKER

CHASSIS NO. **2371**
ENGINE NO. **10 K**
REGISTRATION NO. **R 1733**

\$750,000 – \$850,000

A coveted London-Edinburgh-specification example

Delivered new to Albert Janesich of the illustrious Janesich Jewelry family

Discovered in Paris in the 1990s; a comprehensive restoration followed

Documented in *The Edwardian Rolls-Royce* by John Fasal and Bryan Goodman

The Rolls-Royce 40/50 HP “Silver Ghost” made its spectacular debut in 1907, recognized almost immediately as the finest motor car money could buy. At the heart of the 40/50 HP was Henry Royce’s impressively powerful and reliable 7,428 cc side-valve inline six. In its day, the inline-six configuration was considered a folly, as competitors could not cope with the issue of long, flexing crankshafts. But Royce’s engine had a crank that was shorter and stronger

and which was supported by seven large main bearings. Exacting, precise machine work and hand-polishing of internal components ensured near-silent, smoke-free operation. Features such as pressurized oiling, fixed heads to eliminate leaks, and a twin ignition system via magneto or distributor were advancements that established the Silver Ghost as the standard of the world for motor cars. When compared to other machinery of the period, the Silver Ghost is a true marvel of sophisticated engineering and build quality, capable of delivering a luxurious experience for drivers and passengers alike.

In Rolls-Royce's early days, their chief competition came from Napier. Under the directorship of S.F. Edge, Napier had embraced the idea of the publicity stunt in order to drive sales and prove its machinery in the toughest of conditions. Rolls-Royce was rather more conservative yet relented under the pressure from their London-based rivals. In 1911 Rolls-Royce took on the RAC-sanctioned London to Edinburgh Challenge to prove they built the finest, most reliable, and best-performing cars in the world. The challenge was the perfect venue to showcase the latest upgrades to the 40/50 HP model.

Chassis number 1701 was the second such car to receive improved specification that included a massive torque tube sending power to the strengthened rear axle, a larger carburetor, and a higher-compression-ratio engine. Fitted with a sporting, close-coupled light-touring body by Holmes of Derby, Ltd., that car completed the entirety of the 800-mile challenge in top gear, achieving an average consumption of 24.32 miles per gallon. Later, that same car achieved 78.26 miles per hour at Brooklands. The success in the London-Edinburgh challenge led to a raft of new orders for similarly spec'd cars—heretofore known as the London to Edinburgh Ghost. Between the spring of 1912 and October 1913 (ending with chassis 2699), just 188 examples were built—a mere fraction of the total Silver Ghost production of 6,700 cars.

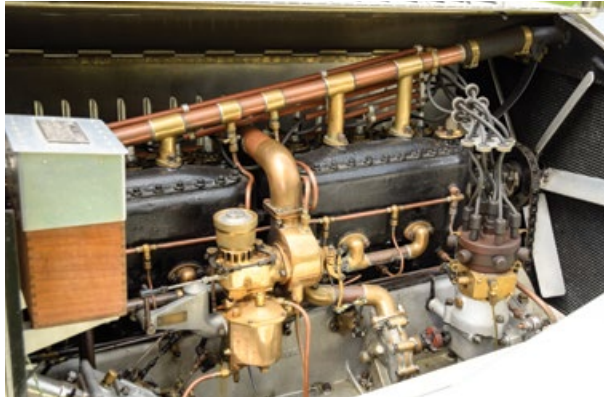
Offered here, chassis number 2371, is a desirable example of one of the coveted London-Edinburgh—specification cars. Original build sheets indicate this car was a direct copy of chassis 2148, which in itself was a direct copy of the famous "1701" Works car. Originally clothed in a popular Torpedo-style body by Barker, 2371 was delivered new to one Albert Janesich of the illustrious Janesich Jewelry family. Highly detailed notes on the factory build



sheets indicate it was specified with Rudge-Whitworth wire wheels, Dunlop grooved tires, C.A. Vandervell lighting, multiple Brooks trunks, cobra horn, speedometer calibrated in kilometers, and an additional clock. Janesich's fabulous new Rolls-Royce was briefly registered in the UK, though very soon sent across the channel to Paris. Originally finished in silver grey with ivory lines and upholstery, it would no doubt have been a striking machine to see motoring the streets of Paris.

A small accident necessitated a return to the factory for a comprehensive rebuild in 1927, though from there the trail of the history remains a mystery. As with many such cars in Europe at the time, 2371 was most likely dismantled and hidden from the Germans during World War II. It wasn't until the 1990s when

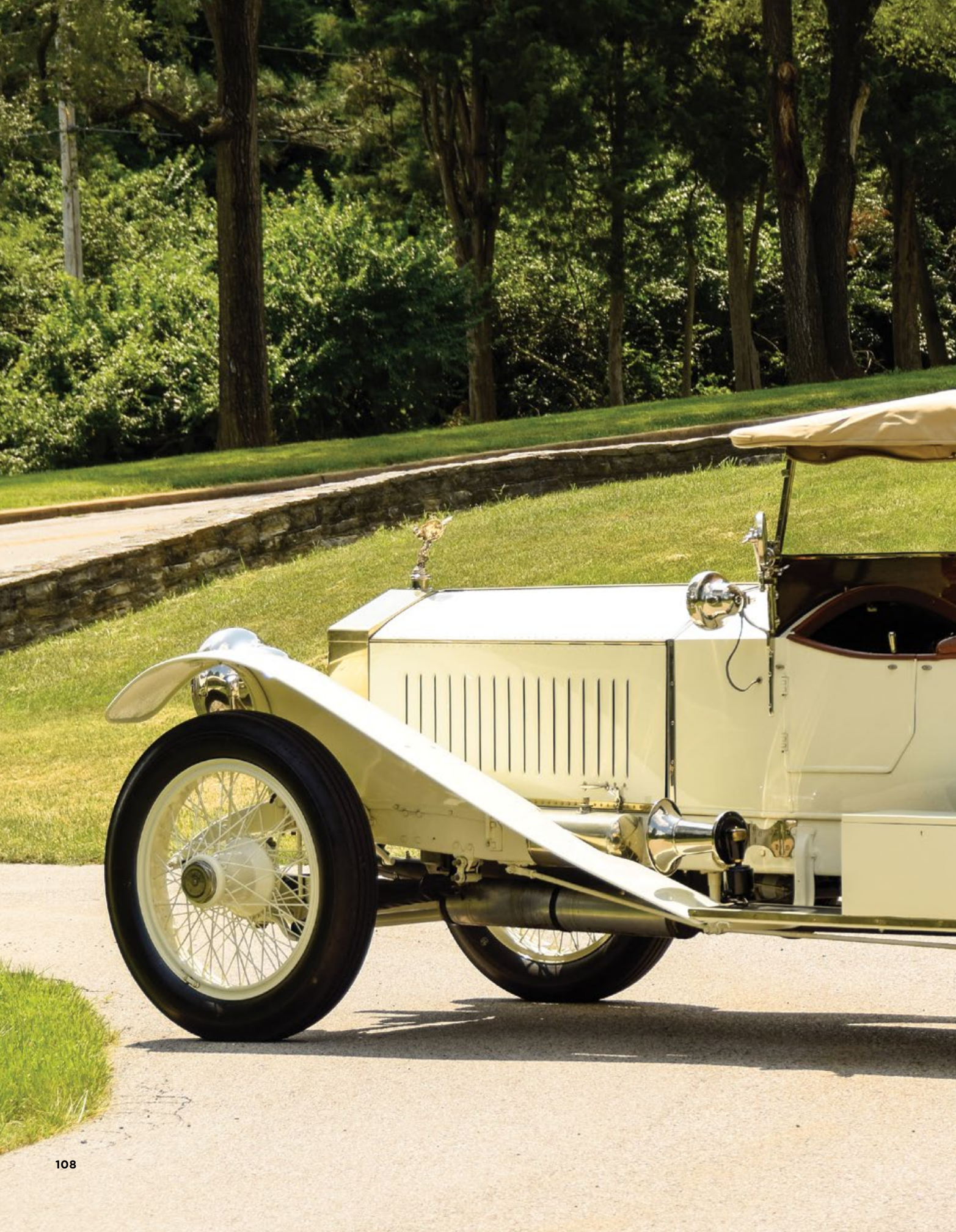
the chassis was discovered in Paris by two enthusiasts who were tipped off to the possible existence of a Silver Ghost in the city. Following its discovery, the chassis would pass to noted marque enthusiast Walter Wilson of Ireland, who, working with James Black, would commission a comprehensive rebuild. As the original engine had long since been missing, Wilson and Black found a comparable unit from 1914, engine number 10 K. Interestingly, the body that 2371 wears today was once fitted to the original Works London-Edinburgh chassis, 1701 having been fitted with the body by Kenneth Neve in 1970. A later restoration of 1701 made that body available, becoming a fine match for chassis 2371. As a finishing touch to the restoration, the original 1913 British registration number, R 1733, was officially returned to the car.





Walter Wilson thoroughly enjoyed his restored Ghost for the next two decades before passing it to the most recent owner in 2014. It is currently presented in white with tan leather upholstery and beautiful nickel-plated fittings. It has a delightfully low-slung and sporty appearance, thanks in part to its correct Rudge Whitworth wire wheels. The restoration has held up extremely well, with an inviting, broken-in appeal, thanks to Mr. Wilson's time spent enjoying his motor car.

The Rolls-Royce remains mechanically sound and would make the ideal companion for long-distance touring. Mechanically and cosmetically sound, and with a fascinating history documented via build sheets as well as within the pages of the respected reference work *The Edwardian Rolls-Royce* by John Fasal and Bryan Goodman, chassis number 2371 is a well-known, delightfully attractive, and usable example of this highly desirable Silver Ghost.







409

1936 PACKARD SUPER EIGHT PHAETON

VEHICLE NO. **951-207**

ENGINE NO. **758334**

\$200,000 – \$250,000

OFFERED WITHOUT RESERVE

Wholly original and unrestored

Known history from new; 46,700 original miles

Presented at the 2001 Pebble Beach Concours d'Elegance

Classic Car Club of America (CCCA) Full Classic

The year 1936 was a superlative one for Packard, both from the standpoint of business and design. The automobiles produced that year by the Detroit outfit are considered by many to be among the most beautiful, most capable, and most luxurious of the 1930s. From the top-of-the-line Twelve to the entry-level One Twenty, each model was highly desirable. This trend continues today, especially for the open cars, such as the Super Eight Phaeton offered here.

Completely unrestored, except for its top, this superb 1936 Packard Super Eight Phaeton

presents today as when it was delivered on 30 June 1936 from Hitchcock Motors in Santa Barbara, California. The car's first owner, Anna W. Dickinson, was originally from Chicago and was at the time a full-time resident of Santa Barbara. This Packard was chauffeur-driven from the time of its purchase until Mrs. Dickinson's death in 1972. The Packard was then shipped to her son, William R. Dickinson, in Lake Forest, Illinois. Mr. Dickinson owned the car until 1981. After the Dickinson family, the car was held in two different noted automobile collections and remained with the latter until 2004, when the present owners purchased the car.

Exceptionally well preserved and superbly presented, the Packard proudly displays its original condition inside and out, including paint, chrome, leather interior, floor mats, original spare tool roll, owner's

manual, side curtains with rods, trunk, and monogrammed Packard lap robes. The car still has its original Packard-Hartford Tonneau windshield installed by Hitchcock Motors in 1936. This unusual and seldom-seen accessory gave Mrs. Dickinson full weather protection in the rear seat of her phaeton.

By way of documenting the car's truly pampered life, a lubrication sticker from a Shell service station in Santa Barbara, dated 10-9-67, shows 44,017 miles. The car now has 46,700 miles on the odometer, showing the incredible care the Packard has seen with just over 2,500 miles added in the last 50 years!

In 2001 the prestigious Pebble Beach Concours d'Elegance joined the longstanding European tradition of honoring original cars. That year a Prewar Preservation class was added to the show,

and this 1404 Phaeton, then in the collection of noted Packard enthusiast Don Sears, was among the invited participants. It has also participated in numerous Grand Classic events and is a reliable and impressive driver. It has garnered several awards for originality, including the Best Original award at the Packard Automobile Classic Club National Meet in 2010, among others.

The magnificent Packard offered here is a fascinating example of the charm of an unrestored automobile. Recognized by the Classic Car Club of America, it is eminently eligible for any number of the finest automobile events in the country and is a surefire competitor in any preservation class. Worthy of continued conservation, this Packard phaeton will make a truly incredible centerpiece in any Full Classic collection.





410

1937 LINCOLN MODEL K CONVERTIBLE VICTORIA

COACHWORK BY BRUNN

CHASSIS NO. **K7524**

ENGINE NO. **K7524**

BODY NO. **4-1**

\$165,000 – \$200,000

The first of 13 convertible Victoria examples built in 1937

One of four examples known to still exist

Benefits from 32 years of fastidious care by the current owner

Five-year restoration completed in 2013; CCCA and AACA Senior award winner

Highly authentic example including original factory-equipped matching-numbers V-12

Subject of feature article in the February 2015 issue of *Hemmings Classic Car*

Documented with production records from the Henry Ford archives

Classic Car Club of America (CCCA) Full Classic

For 1937 Lincoln's flagship Model K underwent minor styling adjustments, including fairing the headlamps into the fenders for a more streamlined appearance. The senior Lincoln continued to feature the revised V-12 introduced in 1934, a 414-cubic-inch engine with aluminum heads that developed 150 hp. The Model K was offered in no less than 21 different factory and custom bodies, including five different designs from Brunn & Co. of Buffalo, New York.

The first of just thirteen examples built in 1937, this convertible Victoria claims extreme rarity while benefitting from 32 years of dedicated ownership by the current caretaker, a Lincoln collector who first knew the car as a teenager. Growing up in Massapequa, New York, the consignor worked as a Gulf station attendant during the late 1950s and

was often thrilled at the arrival of Donald Cardwell, who regularly drove this Model K while commuting to nearby New Hyde Park.

Mr. Cardwell eventually sold the Lincoln to William Donze, a physician from Strongsville, Ohio, who was very active in the VMCCA. Dr. Donze frequently drove the Model K on club tours and retained possession for about ten years before selling the car to a couple residing in Maryland. In 1987 the couple offered the Lincoln for sale, and the consignor spotted their advertisement. Certain it was the convertible Victoria of his youth, he arranged to meet the owners while they presented the car at a marque club meet, and a purchase was quickly arranged.

The consignor was amazed that the Model K remained so well preserved, as it retained a majority of its original mechanical and cosmetic elements. In 2008 a five-year sympathetic

refurbishment was commenced, and Skip's Restoration in New Salem, Pennsylvania, conducted a bare-metal refinish in black, while James Roll Tailored Trim Service in New Philadelphia, Ohio, reupholstered the interior with black leather and installed a new soft top. West Amity Machine of Long Island rebuilt the original V-12 with new rings and insert bearings. Since completing restoration in 2013, the Lincoln has won senior awards from both the CCCA and the AACA.

Per its body number, this convertible Victoria is the first of only thirteen examples built in 1937, of which the consignor is aware of just three other survivors. The exceptional Model K is ideal for driving or exhibition and retains rare original details, such as the interior wood dashboard and door trim and the leaping-hound hood mascot. It would make a beautiful addition to any Full Classic collection.





411

1931 FORD MODEL A DELUXE SEDAN DELIVERY

ENGINE NO. **A4390869**

\$30,000 – \$40,000

OFFERED WITHOUT RESERVE

From the final year of Model A production

Two decades of service for a Northern California bakery

Cosmetic restoration in the early 2000s

Special livery commemorating Ford's 2003 centennial

A charming example evoking Ford's rich heritage

This beautifully restored example of Ford's classic sedan delivery claims a life of actual use in the working field, including two decades in the confections business, before coming into the fastidious care of several marque enthusiasts. By the 1960s the '31 Ford DeLuxe was owned by Johnson's Pastry (and Cafeteria) of Fairfield, California.

The Model A was used by the bakery for roughly 20 years for local deliveries, painted green with yellow wire wheels and bearing the business's sign on the side window panels. As documented by photographs on file, the bakery's motto was painted on the rear door: "Johnson's Pastry—Cakes for All Occasions." By 1986 the car was discovered and purchased by local resident Lloyd Davis, who kept it for 15 years.

In 2001 the Ford was sold to Jim Wermes, an active member of the Capitol A's, Sacramento's local chapter of the Model A Ford Club of America. Mr. Wermes conducted a cosmetic restoration of the sedan, including a fresh paint finish in Lombard Blue with black fenders, belt trim, and wire wheels, and Hessian Blue stripes. The interior received equal attention, with the rear-bed wood paneling fully reconditioned or replaced as needed and the metal trim and leather upholstery reappointed. The cabin was also reupholstered in black, with the gauges refurbished and the dashboard refinished with matching Hessian Blue striping. In honor of Ford's concurrent centennial celebration, the side window panels were painted with a commemorative design depicting the American flag.

More recently acquired by the consignor, this Ford Model A continues to exude immense character and brand heritage. The charming delivery sedan is remarkably authentic, offering Ford collectors a unique Model A steeped in Americana.



1916 PACKARD TWIN SIX LANDAULET

412

The seventh-oldest Packard known extant

Largely original condition throughout

Known and intriguing history from new

Includes rare original owner's manual

One of the most groundbreaking American automobiles of the Nickel Era, the Twin Six made its debut in May 1915. The first U.S.-production twelve-cylinder automobile engine, it was a 60-degree V-12 with two blocks of six cylinders, set on an aluminum crankcase, displacing 424 cu. in., and developing 88 hp. Masterfully engineered by Packard's Colonel Jesse Vincent, it formed the basis of Packard's offerings through 1920 and would continue to power the company's prestige models through 1922 before being resurrected and renamed in 1932.

The stunning Twin Six landaulet offered here is the seventh-oldest-known Packard extant. It was delivered to Mr. Wilbur C. Walker, a man with extensive ties to the early automotive industry. Per documentation on file, Mr. Walker was the treasurer for Pope-Hartford, along with having other familial connections to the automotive industry. The Packard was then purchased

by a mechanic, Harry P. Azadian from Allston, Massachusetts, before being acquired by noted collector Jack Frost of Washington, Michigan. The car remained in Frost's collection until it was acquired by another noted Michigan collector, Mr. John Shadroui of Lapeer. It is from Mr. Shadroui that the current owner, Mark Thomas, purchased the car in 2007.

This stunning and exceptional Packard has been carefully maintained and is wholly original. More recently, the engine was rebuilt by noted mechanic Ed Lynn. Included with the car is an extensive history file which contains a very rare and original owner's manual, a reproduction Service Parts List and Standard Sizes and Adjustments manual, and, among other things, an original 1918 Connecticut Motor Vehicle Registry confirming Wilbur Walker's ownership.

Taken as a whole, this Packard is a truly exceptional piece of automotive history, both for its connection to other early auto manufacturers and for its significance as one of the earliest surviving automobiles from the legendary Packard Motor Company.

CHASSIS NO. 81698

\$50,000 – \$100,000
OFFERED WITHOUT RESERVE



413

1934 PACKARD TWELVE CONVERTIBLE VICTORIA

VEHICLE NO. **747-6525**

ENGINE NO. **902209**

\$350,000 – \$450,000

CCA National Senior First Prize winner

Reportedly owned by four caretakers from new

Remarkably complete and original presentation

**A beautifully presented example ready
for exhibition or touring use**

Introduced in August 1933, the 1934 model-year Packards reflected a newfound optimism after the company recorded its best annual sales since the onset of the Depression. More than 55 different model configurations were available across three engine ranges: the Eight, the Super Eight, and the range-leading Twelve. This impressively presented Packard claims overwhelming originality and

ten years of fastidious care by the current owner, resulting in an exceptional example of the Dietrich-designed Twelve. Vehicle no. 747-6525's data plate reveals that the convertible Victoria was delivered in late March 1934. Though the Twelve's interim history is currently unknown, by the early 1980s the car was owned by John Wheatley, a collector





who was reportedly just the second owner. During his ownership Mr. Wheatley repainted the convertible Victoria in its current well-preserved finish.

In 1983 Wheatley sold the Twelve to Tenny Natkin, a respected enthusiast residing in the Chicago area who is well known in CCCA circles. Mr. Natkin conducted a sympathetic restoration from which the car continues to benefit, cosmetically addressing the top and carpets, while retaining the contemporary Packard expert Beaver to mechanically rebuild the transmission and

rear end, among other measures. Following restoration, the owner drove the convertible Victoria on at least a dozen tours, and a badge that remains affixed to the exterior attests that the car was the recipient of a Premier Senior First Prize at a CCCA national competition.

In 2009 the beautiful 1107 was sold by Mr. Natkin to the consignor, a collector based in Colorado who has continued to fastidiously maintain the concours-level refurbishment. Since his purchase the consignor has enjoyed the Packard on two touring

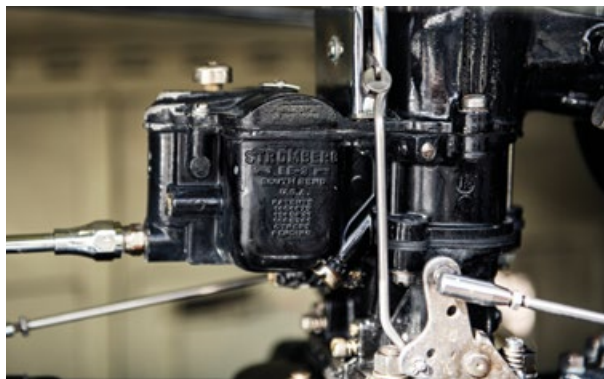




events while consistently storing it in a climate-controlled garage, and he assures that the car continues to start and drive very well.

Reported to be a matching-numbers example, this Packard displays an unusual degree of originality. Period photographs suggest the Twelve has remained intact without incident or significant alteration since at least 1938. The car is believed to feature an overwhelming majority of correct original or new original-stock components throughout, with the exception of the exhaust system.

The 1107 abounds in elegant period details, like the cormorant radiator mascot, the Dietrich badge, burl-wood cabin trim, an ornate center-positioned instrument panel, and the three-position Victoria soft top (which has reportedly never been retracted since its 1980s restoration). Also featuring the optional Packard radio, dual covered side-mount spare wheels, and fitted with a correct Stromberg carburetor, this exquisite Twelve is a rare and correctly presented Senior Packard that would make a superlative addition to most any collection of American Classics.





414

1935 PIERCE-ARROW TWELVE SILVER ARROW COUPE

CHASSIS NO. **405002**

\$250,000 – \$300,000

**Restored in the 1990s; remains in
stunning condition throughout**

**One of two known surviving twelve-
cylinder Silver Arrow coupes**

**Only four examples believed to
have been originally built**

CCCA National First Prize winner

From George Pierce's first single-cylinder Motorette in 1901 to the final twelve-cylinder car built for engineer Karl Wise in 1938, Pierce-Arrow stood proudly for quality, craftsmanship, and luxury. Along with Packard and Peerless, the Buffalo, New York, firm built America's finest luxury motor cars, earning a loyal clientele along the way.

Despite the impeccable reputation, Pierce-Arrow, like many of its high-end contemporaries, struggled with a limited dealer network and challenging economic conditions. Desperate to survive and to shake their conservative image, Pierce-Arrow management hired Phil Write as a consultant to design a new flagship that would show the world what Pierce was capable of. The result was the streamlined twelve-cylinder Silver Arrow. It made its grand debut at the 1933 New York Auto Show with the slogan "Suddenly it's 1940!" The sensational machine featured fully enveloped front fenders, no running boards, and a distinct fastback roof treatment with a triangular rear-window opening. The design was a marvel; however, the shocking \$10,000 price tag kept even the wealthiest customers away during the austere early 1930s. Only five were built, although the highly advanced styling went on to influence Pierce-Arrow's

regular production cars later in the decade, with the Silver Arrow name appearing on a flagship coupe that drew heavily from the Phil Write-penned original.

This Silver Arrow is one of only 875 cars produced in total by Pierce-Arrow in 1935. It is one of only two known surviving Model 1245 twelve-cylinder Silver Arrow coupes out of an estimated four units originally built. This exceptional motor car features an award-winning restoration commissioned in the 1990s by Los Angeles-based collector Harris Laskey. Finished in a striking yet understated two-tone maroon color scheme, this rare and breathtaking Silver Arrow remains in excellent condition, coming most recently from

an extensive collection of significant automobiles. Finish quality on the factory coachwork is expectedly high, and the detailing is superb. The color scheme cleverly plays with the shapes and lines of the body, subtly highlighting the fastback shape. Accessories are kept to a minimum, with dual side-mounted spare wheels, an Archer mascot, and twin chrome trumpet horns topped with driving lamps. The tall, canted-back radiator and unique fender-mounted headlights are distinct Pierce-Arrow characteristics. The Silver Arrow is a grand and imposing car, riding on a 144-inch wheelbase and standing over six feet tall at the roof. Beige steel artillery wheels with wide whitewall tires provide a well-judged contrast.







Inside, light brown broadcloth covers the large, softly sprung front seats, door panels, and the generous rear seats. Darker brown carpets and gorgeous woodwork provide a pleasing contrast to the seat upholstery. The luxurious appointment includes opening rear windows, individual front seats, and a factory-equipped radio.

The big 462 cu. in. V-12 engine presents in good order, with slight mellowing since its meticulous restoration. The black enamel finish is in good condition, with some moderate cracking and “baking off” of the paint in places due to regular use and heat cycles. The presentation is otherwise tidy, with correct hardware, clamps, and fittings used throughout the engine bay. At an impressive 175 hp, Pierce’s V-12 matched Cadillac’s complex and expensive V-16 for output, giving even a large car like the Silver Arrow very respectable

performance. The engine is paired with a three-speed manual transmission with optional freewheeling.

Since the restoration was completed, this rare Silver Arrow appeared in numerous prestigious events. It is a CCCA National First Prize winner; it appeared at the Pebble Beach Concours d’Elegance; and it won its class at the 1999 Palo Verdes Concours, and was awarded Most Elegant at the Silverado Concours d’Elegance. This Pierce remains in beautiful cosmetic condition and is ready to be enjoyed on CCCA CARavan tours or with groups such as the AACA or the Pierce-Arrow Society. This is a rare opportunity to acquire one of just two known survivors of Pierce-Arrow’s most stylish and powerful offering from 1935.



415

1939 PACKARD TWELVE 2/4-PASSENGER COUPE

VEHICLE NO. **1238-2004**
ENGINE NO. **B602245**

\$95,000 – \$110,000

**“Old Bigfoot,” one of the most famous late Packard Twelves
The prized possession of the late Paul
Clancy for over four decades**

**Amazing original and unrestored condition
Original engine, firewall tag, and chassis finishes**

**An ideal Preservation Class entrant or
CARavan car par excellence**

A legend in the Packard community, the car offered here is the fourth 2/4-passenger coupe produced on the massive Packard Twelve chassis in its final year of production. Vehicle no. 1238-2004 was sold to its first owner by the Bush-Morgan Motor Company of Pasadena, California, and was fitted with nearly all available factory accessories. In the mid-1960s it was purchased by Paul Clancy, a longtime member of the Classic Car Club of America. Mr. Clancy was highly regarded by his fellow enthusiasts for his colorful, ebullient manner and for his dedication as editor of the Michigan region’s award-winning magazine, *Torque*. He dubbed his Packard “Old Bigfoot” and ran it with pride and pleasure for over 40 years.

A visionary who was ahead of his time, Mr. Clancy valued his Packard’s amazing original condition and preserved it as such, replacing only what was necessary, such as the upholstery on the lower front seat cushion. This preservation has continued. Its original body still carries much of its patinated original paint, as well as early California lubrication stickers on the A-pillar and the original vehicle number plate on the firewall, while the undercarriage and engine are clean and exceptional. Invoices are on file for some \$10,000 of recommissioning at the esteemed Classic & Exotic Service of Troy, Michigan.

It was only natural that, when Beverly Rae Kimes completed *The Classic Car* in 1990, Paul Clancy would be one of the owners she interviewed, and that “Old Bigfoot” would be among the Classics featured. Its owner was effusive in his praise. “The handling is impeccable. The clutch is as smooth as a schoolmarm’s leg. The ride is so majestic as to put you to sleep. The seat is the acme of comfort. When you sit in it, you feel like you are the lord of all you survey.”



1931 PIERCE-ARROW MODEL 43 FIVE-PASSENGER SEDAN

416

Extensive tour history including AACA,
CCCA, VMCCA, and Glidden Tours

Classic Car Club of America (CCCA) Full Classic

Eligible for all CCCA events, CARavans, and Grand Classics

In the 1950s or early '60s, this Pierce-Arrow was sold by its Baltimore, Maryland, owner to a gentleman in Towson, Maryland. He in turn sold the car to an AACA member from Bel Air, Maryland, in 1990. At the time the car was totally original, with only 72,415 miles, but showing some wear. The car was given a new radiator and driven on the 1991 Glidden Tour in Seven Springs, Pennsylvania, and the 1992 Glidden Tour in Lexington, Kentucky.

The exterior was subsequently repainted from its original black with three coats of durable Dupont Viceroy Maroon, a correct 1931 Pierce-Arrow color, which it wears today. The chrome was also replated, and a new interior was installed. The Pierce-Arrow was then shown at the 1993 CCCA Baltimore meet, where it scored 96 points. The car also proved its mechanical mettle, participating in the 1995, 1996, and 1998 VMCCA Nickel Tours, as well as the 1997 Glidden Tour.

In 1995, the Pierce was sent to White Post Restorations in Virginia, where the engine, clutch, water pump, and steering box were rebuilt and the rods machined to accept insert bearings. The consignor purchased the car in 2001 with the odometer reading 77,879 miles. He has since driven the car on AACA tours in 2007 and 2008 and continues to enjoy and exercise it regularly.

While in the consignor's possession, the oil has been changed regularly at 500-mile intervals, the gas tank was cleaned and repainted, and the carburetor and fuel pump were rebuilt by noted restoration shop Classic & Exotic Services of Troy, Michigan. Furthermore, rebuilt shock absorbers were installed, a new electric fuel pump was fitted, six new tires were fitted at 85,615 miles, and the wiper motors were rebuilt.

Beautifully presented, this attractive Pierce-Arrow features matching maroon wire wheels, dual side-mounted spares affixed with rearview mirrors, and a matching rear-mounted trunk filled with a 50-plus-year collection of Pierce-Arrow Society literature and repair information. The requisite archer mascot and Trippe Speedlights lead the way.

VEHICLE NO. 1501501

\$50,000 – \$70,000

OFFERED WITHOUT RESERVE



417

1930 CADILLAC V-16 SPORT PHAETON COACHWORK BY FLEETWOOD

ENGINE NO. **702478**

BODY NO. **55**

\$900,000 – \$1,100,000

Arguably the most famous, well-known surviving V-16 sport phaeton

Believed to have been originally owned by legendary silver-screen actor Richard Arlen

Featured in the 1964 film *The Carpetbaggers*

Formerly owned by the Brucker family, “Cadillac Jim” Pearson, and Donald Mayoras

Well-preserved older concours restoration

Original engine and coachwork; documented by its build sheet

Classic Car Club of America (CCCA) Full Classic



With its disappearing tonneau windshield and second set of instruments for the rear-seat passengers, the Cadillac V-16 Sport Phaeton was a sleek beast that looked the part of a star's car. And so it was with car no. 702478, offered here, which was delivered via Los Angeles's Don Lee Cadillac. Its original owner is long said to have been Richard Arlen, one of the most respected Hollywood actors of the 1920s. Arlen got his start as an extra when he fell off his motorcycle outside the Paramount gates, and his best-remembered role is as the lead in the 1927 film *Wings*, winner of the very first Academy Award for Best Picture. He was also a notable car enthusiast who obviously appreciated fine styling and engineering, as the Cadillac shared space in his stable with a Model J Duesenberg.



The car's build sheet reflects the original color scheme, Pastel and Talina Brown. There is an apocryphal tale, too delightful not to repeat, that when Arlen arrived at Don Lee's to collect his new sport phaeton, he found Mae West sitting in it, saying that if he did not buy it, she would. She would be disappointed; the car is marked as "sold" on the original build sheet, indicating that it was already Mr. Arlen's!

In the late 1930s, Mr. Arlen's film career slowed, and the sport phaeton passed to a Mr. Brinkerhof of Bishop, California, who largely garaged it except for occasional appearances in the town's Fourth of July parade. Some twenty years later it was purchased, following a tip from a friend, by James Brucker Sr. The Brucker family was for decades a major supplier of automobiles to the film industry; when not on a studio lot, their cars were exhibited at a famous roadside museum in Buena Park, California—Movieworld Cars of the Stars and Planes of Fame. Mr. Brucker enjoyed Cadillacs especially, and his collection included many fine examples.

The Bruckers customized the sport phaeton for a starring role of its own, in the 1964 film *The Carpetbaggers*, in which it is driven by Alan Ladd in his last film appearance. Befitting Ladd's role as Nevada Smith, a flamboyant Western gunslinger turned actor in the Tom Mix mold, the car was painted bright white and decorated with calfskin seat covers, six-guns as door handles, and a pair of longhorns atop the radiator.



Dubbed "Bull" for its most famous role, the Cadillac remained with the Bruckers at Movieworld until the museum closed, and then was acquired by Don Westerdale, a California V-16 enthusiast whose collection also included the one-off Murphy-bodied all-weather phaeton. Following Mr. Westerdale, the sport phaeton was briefly owned by the noted V-16 authority "Cadillac Jim" Pearson, then by Rick Carroll and finally Donald Mayoras, then of Bryn Mawr, Pennsylvania. In Mr. Mayoras's ownership the sport phaeton received a well-deserved restoration by the respected Stone Barn of Vienna, New Jersey, completed in May 1990. Subsequently, the car was acquired by the current owners, avid Cadillac enthusiasts, for their distinguished private museum, in which it has now remained for nearly two decades.

The car's restoration is very well detailed, with many of the original components still intact, including correct V-16 instrumentation, engine splash pans, rear-view mirror, and badging, with the interior upholstered to the proper pattern. Only the highest-quality chrome trim was used throughout, and the acrylic lacquer Satin Red finish and tan leather are both well preserved. The original Fleetwood body-stamping "55" is still visible in the floorboards, testimony to how well kept the Cadillac has been for its entire existence. The car is even accompanied by a genuine original and correct "low boy" trunk, with three pieces of fitted luggage, an accessory now nearly impossible to find. Other desirable accessories include a radiator stone shield, metal side-mount covers with mirrors, Pilot Ray driving lights, and dual cowl-mounted spotlights.





Further, the Cadillac boasts a long and enviable record in national competition, including a Classic Car Club of America National Senior First Prize, and Antique Automobile Club of America Senior First and Preservation honors; it was also a class award winner at both Meadowbrook and Pebble Beach following its restoration. More recently, its appearances have been limited to occasional showings at regional concours in the South, including twice at Boca Raton. The Cadillac has been well-known to armchair enthusiasts for decades, as well, having appeared in *Car Classics* in May 1969 and *Car Collector* in December 1992, as well as in Roy Schneider's book *Sixteen Cylinder Motor Cars*. Its history has been more recently detailed in Chris Cummings's book, *Cadillac V-16s Lost and Found*.



The car has been recently freshened by the well-known Steve Babinsky's Automotive Restorations of Lebanon, New Jersey, including installation of a beautiful new top and leather interior.

Few surviving V-16 sport phaetons have such a long, well-known history, beginning with one of the great actors of his era, continuing through its own Hollywood appearances, and time with many noted collectors. That rich provenance makes "Bull," as it is still fondly known, the most famous and best-known surviving sport phaeton—a true star in its own right on the show field as it was on the screen.





418

◇ 1934 LINCOLN MODEL KA FOUR-DOOR SEDAN

CHASSIS NO. **KA2850**

ENGINE NO. **KA2850**

\$40,000 – \$50,000

OFFERED WITHOUT RESERVE

Impressive survivor; retains original V-12 engine

One of 425 four-door sedans built in 1934

Accompanied by Lincoln Automobile Record

Classic Car Club of America (CCCA) Full Classic

Among premier, luxury cars in America during the 1930s, Lincolns were certainly among the most tasteful. In the case of the Model KA, powered by a 150 bhp, 414 cu. in. V-12 engine backed by a three-speed manual transmission, the car exuded a prestige that few could achieve.



This 1934 Lincoln KA was completed with four-door sedan (525) coachwork by Murray Body Corporation in Detroit, Michigan. The car was shipped to its first owner on 8 February 1934. It is reported to have been sold new in Southern California to a wealthy family who would go on to enjoy the car for over 40 years. When it came time to part with the car, they chose to donate it to a museum, where it was put on display. Following ensuing ownerships, the previous caretaker, an esteemed collector, would

enjoy the car until earlier this year, when it was acquired by the current vendor.

Presented in black with black wire wheels with factory hubcaps and blackwall tires, the car has a conservative appearance, allowing the original owner of this Lincoln to fly under the radar with his expensive Depression-era purchase. The car features the only option offered in 1934, dual side-mount spares, and in addition to the original paint, it retains its original interior and glass. Within the last two years, the car has benefitted from a

flushing and repair of the cooling system and brake system, as well as the carburetor and fuel system. The car is accompanied by its Lincoln Automobile Record, provided by the Henry Ford, specifying this car's original production information.

Recognized as a Full Classic by the Classic Car Club of America, this 1934 Lincoln V-12 sedan is a true time capsule. It is an excellent candidate for further preservation, and with its powerful V-12 engine and five-passenger occupancy, it would be a wonderful car to drive and enjoy on tour.





419

1911 ROLLS-ROYCE 40/50 HP SILVER GHOST DROPHEAD COUPE COACHWORK BY BARKER

CHASSIS NO. 1713

ENGINE NO. 1713

\$500,000 – \$700,000

Known history since new; single ownership since 1989

Exhibited at the 1911 Olympia Motor Show

**Formerly owned by “Fighting Joe”
Martin and John P. Wallerich**

Sporting drophead coupe coachwork by Barker, fitted in 1920

Well-preserved older restoration

An unusually sporting Silver Ghost

It is not uncommon for Rolls-Royce Silver Ghosts to be found with replacement coachwork, as the practice of fitting new bodies to the chassis began in the era when they were still “used cars.” Each successive owner would customize the car to suit his own style and needs. What is rare is to find a Silver Ghost surviving with one of these period bodies—and one that is so sporting and innovative

in character as this car, among the earliest surviving Rolls-Royces with true convertible bodywork. Chassis 1713 has remained continuously in its current form since 1920.

Build records for this Silver Ghost indicate the car was intended for the Thrupp & Maberly exhibit at the 1911 Olympia Motor Show, for which it was mounted by that famed coachbuilder with landaulet



bodywork. The car was then sold to Joseph Martin, aka "Fighting Joe," a Canadian politician whose distinguished career had included service as the 13th premier of British Columbia. After losing his seat in the B.C. legislature, Mr. Martin relocated to the United Kingdom, where he served as a Liberal Member of Parliament for St. Pancras East until 1918. Indeed, the Rolls-Royce build documents for this Silver Ghost record its delivery to him at his office in Westminster.

Mr. Martin eventually returned to British Columbia and likely took the car with him, as, in 1920, it is noted as having passed to R.V. Winch of Vancouver. At this time the Silver Ghost was mounted with its present body, a drophead coupe by Barker, as noted in the factory build records. An unusually early example of a convertible body style, the body combines traditional formal lines with the sportiness of a close-coupled two-door design.

Sliding carriage-style windows and removable door posts enable the top to be folded for open-air motoring, while additional ventilation is provided by the shallowly vee'd, opening windshield. A photograph taken of the car in the 1920s, published in John Faisal's invaluable *The Edwardian Silver Ghost* (p. 431), shows the body fitted with the dramatic polished bonnet still fitted today.

The car next passed in 1933 to Colonel Victor Spencer of the Vancouver department store family, then in 1949 to Robert Wilton of Washington State. Ten years later it was acquired from Wilton by John P. Wallerich of Tacoma, one of the Pacific Northwest's most active early enthusiasts, whose collection included several other notable Brass and Nickel Era automobiles. Wallerich owned and maintained the Silver Ghost for three decades, after which it was acquired by the current owners in January 1989.



Today the Rolls-Royce's cream white paint and interior remain overall highly presentable, with a charming patina to be found on the pair of staggered, overstuffed red leather seats. Accessories include large nickel headlamps with Macbeth lenses, a single side-mounted spare, and dual running lights, while the wooden artillery wheels are painted and striped to match the coachwork.

This would be a wonderful Silver Ghost for touring and rally events, for which these durable, dependable and near-silent automobiles are incredibly desired by enthusiasts. The Barker body offers the best of both worlds for long-distance travel—comfortable enclosed transportation, or open-air fun, depending upon Mother Nature and the owner's whims. More significantly, as an exceptionally early example of convertible coachwork on the Rolls-Royce chassis, it is the ancestor of the famed Corniche and its brethren—a landmark in the history of the marque.







420

1935 PACKARD EIGHT DUAL-COWL SPORT PHAETON

VEHICLE NO. **1201-206**

\$200,000 – \$250,000

The only 1935 Eight sport phaeton known to exist

Recent cosmetic freshening, including new paint and interior

Believed to have just 54,000 original miles and four owners

Ideal candidate for concours and club presentation

The elegant Packard sport phaeton was a very limited-production model in 1935. Differentiated from the standard phaeton by its dual-cowl specification, the sport phaeton offered increased elegance while providing protection from the elements for the rear passengers. Sport phaetons were among the most desirable models in the period and remain so to this day.

The example offered here deserves special consideration. For many years, Packard historians believed that Packard Motor Company didn't build

any sport phaeton models on its 1201 Eight chassis for the 1935 model year. The dual-cowl body was officially offered on the high-end cars such as the Super Eight and Twelve models, but apparently not on the Packard Eight, which came only in standard single-cowl phaeton form. And yet, the car offered





here is a 1201 Eight wearing a factory dual-cowl phaeton body which bears body tags that appear to confirm that the car is authentic.

shorter Eight chassis was factored in, the \$520 price differential would have represented a significant cost savings.

The Packard Eight was originally sold on 20 April 1935 from the Packard dealer in Stamford, Connecticut. Despite there being no official record, it is believed that the body was originally destined for a Super Eight but was instead fitted to the Eight chassis as a cost-saving measure, perhaps by the original buyer. In the period, an Eight wearing the single phaeton body style was priced from \$2,870, while a Super Eight phaeton was priced from \$3,390; even after the cost of modifying the body to fit on the slightly

The possibility exists that the Packard was rebodied by one of its earlier owners, but no additional documentation exists to support this. Factory markings and tags exist on the body that lend support to the conclusion that this is a factory example. Under the carpet on the right-hand-side floor, facing the front door, is a data plate marked "Body number 8418664 Dietrich Detroit." Under the carpet on the right side, facing the rear door, is a Packard data plate stamped "841209." The 841 was the number used for



a sport phaeton, with no other stamped information. Packard's custom was to use the body number as the first portion of the serial number, followed by the production number, for the cars made at the factory.

This stunning and rare Packard was purchased by the consignor in 2015. Prior to his ownership, the car had spent the previous 46 years in single ownership in the care of Mr. William McCoy of Mt. Holly Springs, Pennsylvania, who acquired the Packard from the Hampton, New York, area. While in Mr. McCoy's ownership, the car was treated to a high-quality, multi-year restoration, with much of the work done by McCoy himself. When the car was sold to the consignor, it showed just 51,170 miles on the odometer. At that time, it had been repainted during the course of the McCoy restoration and still retained its original, though worn, interior.

Remaining in the care of the consignor since 2015, when he purchased it from the McCoy estate, the car is presented in exceptional condition. The fresh Silver Mist paint is truly beautiful and makes an excellent contrast to the brand-new deep red leather interior. The rear cowl mechanism and glass both function properly on this vehicle, as does the top. Under the hood, the 320 cu. in. straight-eight engine is said to be leak-free, and a road test revealed good oil pressure and smoke-free running. Driven sparingly by the previous two owners, it accumulated less than 15,000 miles over the past 50 years, with just 3,000 of those miles in the ownership of the consignor, and has fewer than 54,000 original miles today.

This is a rare opportunity to own a truly unique, low-mileage pre-war Packard sport phaeton. With its fresh paint, new interior, and new tires, it is sure to make waves among knowledgeable Packard enthusiasts. The fact that it has never been shown at any regional or any AACA or CCCA event in its 82-year history makes this an ideal opportunity for a new owner for concours and club presentation. No matter what the new owner chooses to do with the car, this is an impressive example of a pre-war Packard that blends equal parts rarity, luxury, and sport into one superb package.









THE COMPLETE COLLECTION OF JACK DUNNING

LOTS 421 - 434

The Complete Collection of Jack Dunning comprises 14 iconic American Classics, ranging from 1907 to 1951. A longtime Classic Car Club of America (CCCA) member, Jack Dunning has shown his exceptional lineup of cars all over the United States. Jack takes great pride in restoring his cars with accuracy and authenticity, as well as maintaining them to the highest standard thereafter, as reflected by the awards that his restorations have won in AACA, CCCA, ACD Club, and national concours competitions.

RM Sotheby's is proud to offer the Complete Collection of Jack Dunning.



421

1929 AUBURN 120 EIGHT SPEEDSTER

CHASSIS NO. **5**
ENGINE NO. **MD 28801**
SERIAL NO. **2950505**

\$275,000 – \$350,000
OFFERED WITHOUT RESERVE

Offered from the collection of Jack Dunning
Single ownership since 1959, a remarkable 60 years
A genuine example on the most powerful chassis
Multiple AACA, Auburn Cord Duesenberg (ACD) Club, and CCCA Senior award winner
ACD Club Certified Category 1



Businessman Errett Lobban Cord sought to take the Auburn Automobile Company, a small and struggling Indiana automaker, to national prominence. One of his many successes was the development of the Auburn Speedster, which was intended as a showroom draw that would be built and sold in limited numbers to attract new customers. Its racy bodywork, styled by the great Alan Leamy, featured a dramatic tapering rear end and angled doors, appearing to have been shaped by the force of the car's power.

The Speedster, which was adapted from a Duesenberg show car bodied by McFarlan, was a performance icon that was advertised as "the biggest package in the world for the price."



As it sold for under \$2,000 but offered a remarkable top speed of 100 mph, thanks to special chassis and engine modifications unique to this model, it became a legend in its own time. Not only did it make everything else look old-fashioned overnight, but it also had an emphasis on open-air performance for two passengers, making it the only true American sports car of its time. Indeed, early Auburn Speedsters were raced on two continents, appealing to such European drivers as Sir Malcolm Campbell, who drove one as a road car.

Only two dozen authentic, original first-generation Speedsters remain in existence today, few of them on the most powerful 120-horsepower "Big Eight" chassis.

THE DUNNING AUBURN SPEEDSTER

Few collectors are so fortunate as to begin their collecting with a significant Full Classic, desirable for both its styling and performance. Jack Dunning, however, was one of these, and in August 1959 he bought this 1929 Auburn 120 Eight Speedster from Arnold Headland's backyard in East Liverpool, Ohio. As Mr. Dunning told his local newspaper in 1984, "There probably wasn't one person in 300 who knew what it was then."

Mr. Dunning knew, however, and promptly joined the Auburn Cord Duesenberg Club and began work on the project. It continued off and on for over 20 years, but was finally handed off to a professional restorer, Ed Cobb of Washington Court House, Ohio, to complete to a beautiful standard.



A correct replacement engine and transmission were sourced. Great care was taken to make the restoration as authentic as possible, down to the correct Champion spark plugs and the correct body woodwork.

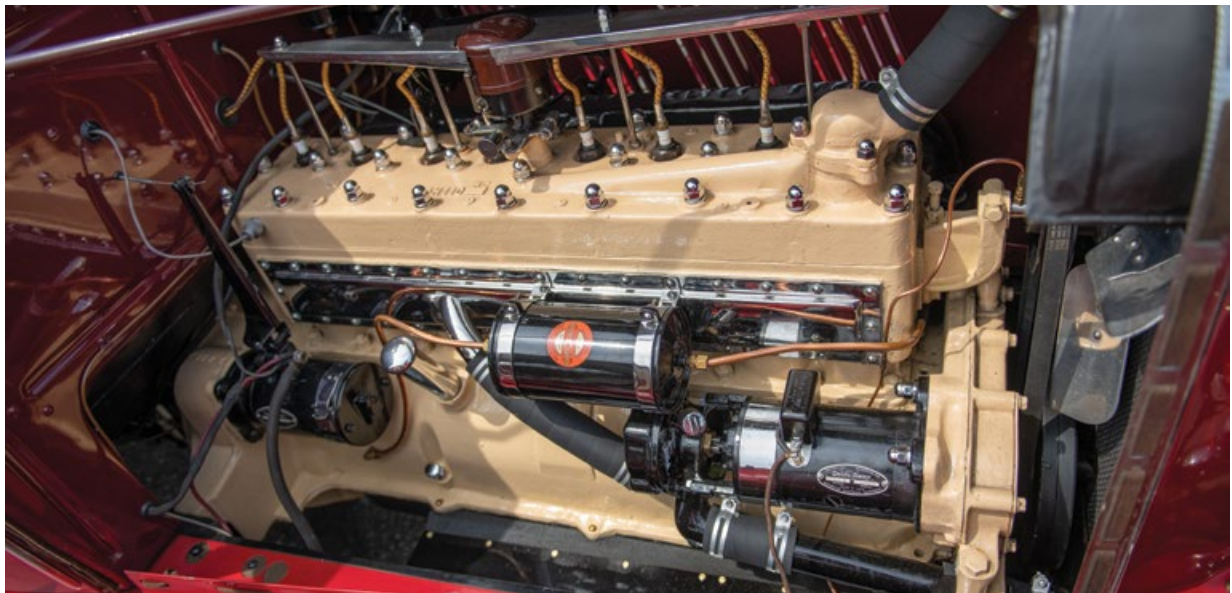
The restoration rapidly accumulated an impressive roster of honors in ACD Club National judging, eventually achieving two Senior First prizes and reaching Senior Emeritus status in 1994. Significantly, it received the Roy Faulkner Trophy for Best Auburn at the Club's National Reunion in 1989. It received the AACA's National Chocolate Town Trophy as the finest Senior automobile shown in a fall meet in its division in 1984. It was even more successful in CCCA National competition between 1984 and 2014, steadily progressing to Senior Premier status over multiple appearances at Grand Classics and Annual Meetings.

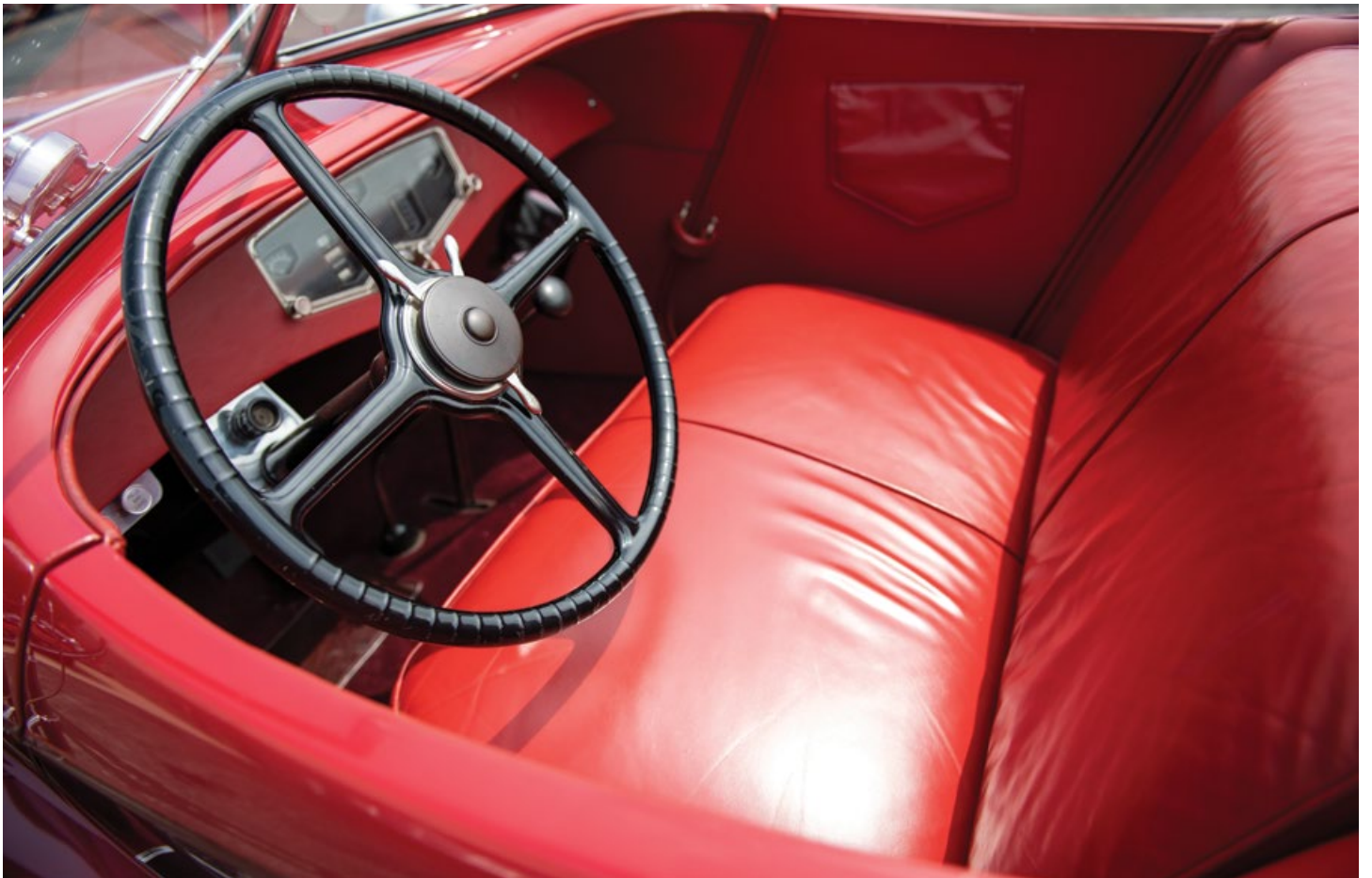
That this car could still achieve an award in Senior Emeritus

judging in its last appearance, over thirty years after its restoration, is testament to the original quality of the work and to the very careful maintenance and preservation that have been given the car by Mr. Dunning.

Accompanying the car is its ACD Club Category 1 Certification, recognizing its authenticity. In addition, the Auburn was photographed for an appearance in the September 1988 edition of *The Classic Car*, and by Dennis Adler in photographs that appeared in the October 1985 issue of *Car Collector* and his book, *Speed and Luxury: The Great Cars*.

Still finely presented and visually stunning, this exquisite and much-admired Auburn speedster, among the best-known of its kind, is now offered for sale for the first time in 60 years. Its new owner will undoubtedly be as proud of it, and have as much pleasure showing it, as Jack Dunning has.







422

1935 FORD V-8 DELUXE ROADSTER

CHASSIS NO. **18-1664495**

BODY NO. **48-710**

\$80,000 – \$100,000

OFFERED WITHOUT RESERVE

Offered from the collection of Jack Dunning

Well-maintained older restoration

Properly sorted for regular road use

Numerous correct, desirable original features,
including proper side curtains



Few Ford enthusiasts would dispute Ford's claim of "Greater Beauty, Greater Comfort, and Greater Safety" for its 1935 models. The narrower radiator grille lost its sharply vee'd base, and four horizontal grille bars helped accentuate the 1935 model's new lower and more streamlined appearance. In profile, the Ford windshield was seen to be more sharply sloped than before. DeLuxe models had bright windshield and grille trim work, as well as dual exposed horns and twin taillights.

The DeLuxe Roadster offered here was acquired by Mr. Dunning already restored, with good-quality paint and interior, and has been well-maintained. He notes that he has done very little to it except sort it properly mechanically and drive it, as it had been correctly finished by an earlier owner. Mr. Dunning prides himself in even his "drivers" being set up as they were built, resisting any temptation to modify them for better drivability; like his 1933 Lincoln, the 1935 Ford was restored with

its original mechanical brakes, “and when you set them up,” he notes, “they work beautifully.”

The car retains many correct original features, such as the proper heart-shaped windshield wiper motor, difficult to acquire if missing. Accompanying are a set of correct side curtains—nearly

new, as Mr. Dunning never drives in the rain and thus has never been in need of them.

This is a very charming Ford that showcases the beautiful design of the 1935 models and is ready for a new owner to enjoy on the road next touring season.





423

1907 WAYNE MODEL N FIVE-PASSENGER TOURING

CHASSIS NO. 1417

\$250,000 – \$325,000

OFFERED WITHOUT RESERVE

Offered from the collection of Jack Dunning

A pioneering Detroit-built automobile of great rarity and excellent quality

Meticulously restored to original condition, including correct colors and top

2005 AACA Cup winner

Ideal for continued concours appearances or Brass touring



The Wayne Automobile Company was established by Byron F. “Barney” Everitt in Detroit (located in Wayne County, Michigan) in 1904. Like many of their ilk, the firm started out building relatively small horseless carriages, but grew increasingly ambitious. This led to such large and luxuriously appointed offerings as the 1907 Model N, featuring a 35 hp, 334 cu. in. four-cylinder engine, three-speed rear transaxle with sliding gears, and chain drive—relatively powerful and advanced specifications for the early Brass Era.

A year after the Model N’s introduction, Wayne merged with another early Motor City automaker, Northern, and the name vanished from the scene. Everitt soon and more famously joined with William Metzger and Walter Flanders to build the E-M-F.

Jack Dunning's Model N is the only "big" Wayne remaining extant. Like many great Brass cars, it can trace its heritage to the renowned Barney Pollard collection in Detroit. Mr. Pollard had begun gathering early automobiles in his warehouses in the 1930s and over five decades assembled a vast collection of significant Brass cars. Late in his life, much of the collection was dispersed at auction, and the Wayne was acquired in 1974 by Glenn Baechler, an enthusiast from Wellesley, Ontario. Mr. Baechler had intended to restore the Wayne, but never got around to the work, and Mr. Dunning eventually acquired the car here at Hershey in 1999.

Upon inspection the unrestored car was found to be solid and remarkably intact and complete down to the wiring on the ignition; it probably had very low mileage, as inspection of the engine showed that the crankshaft had broken many decades ago. The body appeared black, but careful stripping and cleaning revealed that only the original varnish had darkened over time, and the original colors and pinstriping pattern were revealed and precisely duplicated.

Much of the restoration was completed by Glenn and Randy Hatcher of Ohio, with the engine rebuilt by the highly regarded







Brian Joseph with a new crankshaft, turned out of solid billet, and insert bearings. The correct top was remade to the original designs by Amish craftsmen in Pennsylvania, and proper wooden wheels were crafted as well, with the end result being exactly as Wayne would have delivered the car in 1907. Only the addition of a very carefully concealed starter deviates from “stock.”

The result has been honored with multiple awards in AACA national competition, including one of the organization’s most prestigious awards, the AACA Cup in the Southeastern Division for 2005, resulting in a prominent feature in *Antique Automobile magazine* (Issue No. 2 2006). It was also featured in *Automobile Quarterly* (Vol. 48, No. 4). It remains one of the centerpieces of the Dunning Collection and a fascinating piece of early Detroit motoring history—a proper monument to the men who engineered it well over a century ago.





424

1914 FORD MODEL T TOURING

CHASSIS NO. **552247**

ENGINE NO. **440095**

\$15,000 – \$17,500

OFFERED WITHOUT RESERVE

Offered from the collection of Jack Dunning

Well-maintained older restoration by
Glenn and Randy Hatcher

Properly finished throughout; never publicly shown

Nineteen-fourteen was the final year of production for the original Model T Ford body design, distinguished by a flat firewall without a rounded cowl and hood sides without louvers—a simple but attractive layout. The body sheet metal was extended back across the rear doorsills for added strength, while a longer rear cross-member reinforced the chassis, improving the rigidity of the overall design. Today the 1914 Model T is among the most desirable to collectors as a result, in particular the classic touring model that is, to many enthusiasts, the visual embodiment of the “Tin Lizzie.”

Jack Dunning’s very well-maintained Model T was acquired from a local collector in Ohio who had first purchased it in the 1950s. The former owner was intent on getting “the right” Ford and, to that end, traveled well over 200 miles to Pennsylvania to get this car, which had been well-maintained for its entire life. It was restored by Glenn and Randy Hatcher of Cambridge, Ohio, who would, of course, also be responsible for some of Mr. Dunning’s most recent award-winning restorations. Authenticity was a byword, down to the correct original lamps; while the car is not presently running on the original carburetor, it does accompany the Ford loose.

Since acquisition some twenty years ago, the Ford has resided in Mr. Dunning’s climate-controlled private museum, seldom driven and never publicly shown. Thus, it would be ready for exhibition by a new owner, who can enjoy driving a very properly done example of the classic 1914 Model T Ford.



1935 DESOTO AIRFLOW SEDAN

425

Offered from the collection of Jack Dunning

Very rare survivor of the “baby” Airflow

Well-maintained restoration in fine condition

A highly advanced design, and a wonderful tour car

Walter P. Chrysler expected the streamlined, futuristic Airflow models of 1934 to take the nation by storm. Far ahead of its time, it featured a hood extended past the front axle, fully skirted rear fenders, and more advanced styling, including faired-in headlamps, a rounded radiator grille, and a modified vee'd windshield. Its body was styled in a wind tunnel, the first American production car so designed, and built partially in unit with the chassis. Because all passengers were seated within the wheelbase, they enjoyed a fine ride, and the handling was also considerably more modern than other automobiles of its time.

In the inaugural year of production, 1934, the Airflow design was used both for most Chrysler products and for all DeSoto models. It failed to

move buyers, many of whom were unprepared for such a new design, and accordingly was not a sales success. For 1935 a more conventionally styled SF-Series DeSoto debuted and would outsell the last of the original SG-Series cars by a factor of over three to one. For 1936, the DeSoto Airflow was gone for good.

The Airflow sedan offered here, one of the more recent additions to the Dunning stable, is a high-quality body-on restoration, equipped with the rear-mounted spare, driver-side mirror, rear fender skirts, and artillery-style wheels mounted with factory hubcaps and wide whitewall tires. Both the paint, in colors similar to the factory Bellevue Beige and Columbia Beige, and the houndstooth cloth interior remain in very good condition, and the car is reported by Mr. Dunning to be a fine driving example, capable of running nicely at 50 mph.

This is a thoroughly charming example of that great rarity, the DeSoto Airflow, one of the most misunderstood, advanced, and enjoyable mid-priced cars of its time.

CHASSIS NO. **9603496**

ENGINE NO. **SG-1397**

\$15,000 – \$20,000

OFFERED WITHOUT RESERVE



426

1930 CORD L-29 CABRIOLET

SERIAL NO. **2928415**
ENGINE NO. **FD 3566**
BODY NO. **F-822**

\$225,000 – \$300,000

OFFERED WITHOUT RESERVE

Offered from the collection of Jack Dunning

Part of the collection since 1992

Well-maintained older concours restoration,
with original chassis, engine, and body

Former Auburn Cord Duesenberg
(ACD) Club National Best L-29

Classic Car Club of America (CCCA) Senior winner

ACD Club Certified Category 1



At its debut, the Cord Front-Drive (L-29) was the first major American production car with front-wheel drive. The lack of a driveshaft tunnel allowed for the bodies to be mounted low on the frame, with the result being that the Cord was no taller than a person of average height. Their interiors boasted flat floors, allowing for comfortable, spacious seating. Sadly, the L-29 had the bad luck to have been born at the worst possible moment. It was offered to market just as the Great Depression's crushing weight came down on the automobile industry, and production of the car faded away in late 1931.

Fortunately, the L-29's innovative engineering and attractive styling have long made it memorable to collectors, especially the most desirable cabriolet body style, which has become increasingly popular with Full Classic collectors in recent years.



This particular cabriolet has been around the Auburn Cord Duesenberg Club and Classic Car Club of America for decades and, as a result, boasts a superb provenance. Its earliest-known owner was longtime ACD Club member Pete Walker of Atlanta, Georgia, a former employee of the Auburn-Cord dealership in that city and early appreciator of the company's automobiles; he was an early supplier of quality parts to other enthusiasts. Mr. Walker owned this Cord as early as 1962 and later sold it to Bob Agle of Ohio. Mr. Agle, himself a longtime and avid L-29 collector, owned the car for three decades, but never got around to completing its restoration.

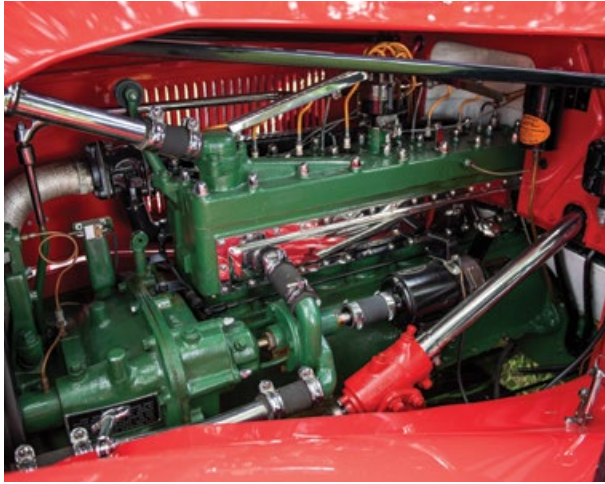
That task fell to Jack Dunning, who acquired the car from Mr. Agle in 1992 and oversaw its return to original condition by Ed Cobb, in a crisp two-tone combination of Navahoe Red (sic) and Black, correct Auburn Automobile Company colors of the era. The car was adorned with Woodlite headlamps and rare parking lights and taillight, popular accessories on the L-29 when the model was new. These lights were a clever design intended to focus a narrow beam of intense light on the road ahead, rather than spreading it out in the fashion of a conventional bowl headlight. In practice, they did not work particularly well—but they were stunningly beautiful, especially as an accent to the L-29's low lines.





The completed Cord was Certified Category 1 by the ACD Club and, in 1996, received the Alan Leamy Trophy for Best L-29 at the Club's National Reunion in Auburn, Indiana, recognizing the quality of its restoration. By 2011 it had achieved Senior Emeritus status. It has also been very successful in CCCA National judging, achieving no less than three perfect 100-point scores, and also holds a Senior badge from that organization. Mr. Dunning is justifiably quite proud of the car and its results in competition.

Still a beautiful automobile down to the last detail, well preserved in the Dunning Collection, this is among the most striking L-29 cabriolets available—with excellent purity of its components and a high-quality restoration, awarded the greatest of laurels in the Cord world. It would be welcomed back to ACD Club and CCCA events, as well as to any number of concours d'elegance.





427

1933 LINCOLN MODEL KB SEVEN-PASSENGER SEDAN

CHASSIS NO. **KB 2366**

ENGINE NO. **KB 2366**

\$125,000 – \$175,000

OFFERED WITHOUT RESERVE

Offered from the collection of Jack Dunning

Elegantly styled coachwork in wonderfully subtle colors

Equipped with its correct Beals & Selkirk luggage trunk

Well-maintained older CCCA Senior Premier restoration; superb CARavan car

Classic Car Club of America (CCCA) Full Classic

The 2,269 Lincoln Model KBs built in 1932 and 1933 are widely considered the finest Lincoln automobiles ever built. They were powered by the company's first V-12, a massive 448 cu. in. mill with fork-and-blade connecting rods that was virtually hand-built to order and produced 150 horsepower with peerless smoothness. The Model KB was capable of a top speed of 120 mph, a speed comparable to such greats as the Duesenberg

Model J and Marmon Sixteen—making this one of the great motor cars of the Classic Era.

Jack Dunning's Model KB is a handsome seven-passenger sedan with factory coachwork featuring beautiful cloth upholstery on both the front and rear seats and no division window in between. It was acquired for his collection in the early 1980s from the widow of its longtime owner, who had disassembled the car for restoration but never completed the work. The project was brought to Mr. Dunning's longtime restorer, Ed Cobb of Washington Court House, Ohio, who performed a body-on restoration of the car in this elegant and subtle two-tone color scheme. Even the trunk is a correct, very rare Beals & Selkirk unit, with four pieces of fitted luggage tucked within.

The restoration won its Primary First prize in Classic Car Club of America judging in 1985, eventually achieving Senior Premier status by 1995. Yet it was no mere showpiece; Mr. Dunning drove it on the Colonial Coast CARavan in 1985, and it received the Crosset Award as the finest automobile on its first CARavan.

Mr. Dunning comments of the car, "Edsel Ford's influence is clearly seen in this car; he had a lot of class, and that is clearly reflected

in the design of the '33 Lincoln, where the body lines follow the curve of the running board. The interior is very elegant and very understated, same as the body. I think it is the best-looking sedan that Lincoln ever built, even better than the custom jobs."

That should stand as the last word on this beautiful, well-maintained automobile, which awaits participation in its next CARavan with seven happy passengers tucked aboard.





428

1921 MARMON MODEL 34B TWO-PASSENGER SPEEDSTER

CHASSIS NO. **21100003**

ENGINE NO. **4314**

\$250,000 – \$325,000

OFFERED WITHOUT RESERVE

Offered from the collection of Jack Dunning

Similar specifications to the 1920 Indianapolis 500 Pacemaker, driven by Barney Oldfield

Well-maintained concours restoration

Best of Show at the 2011 IMS Celebration of Automobiles, celebrating the Indy 500's Centenary

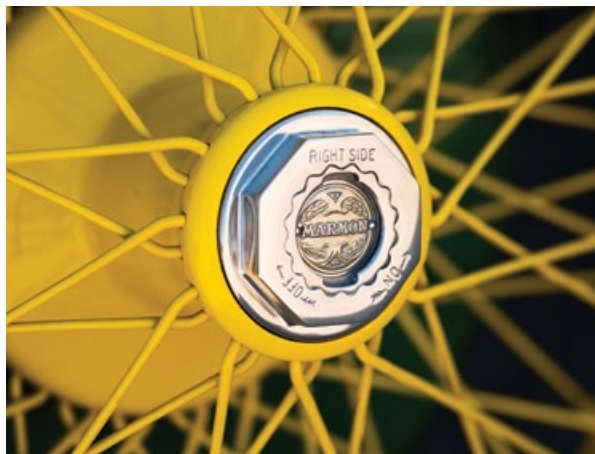
Featured in numerous books and magazine articles

A significant piece of American performance history

Classic Car Club of America (CCCA) Full Classic



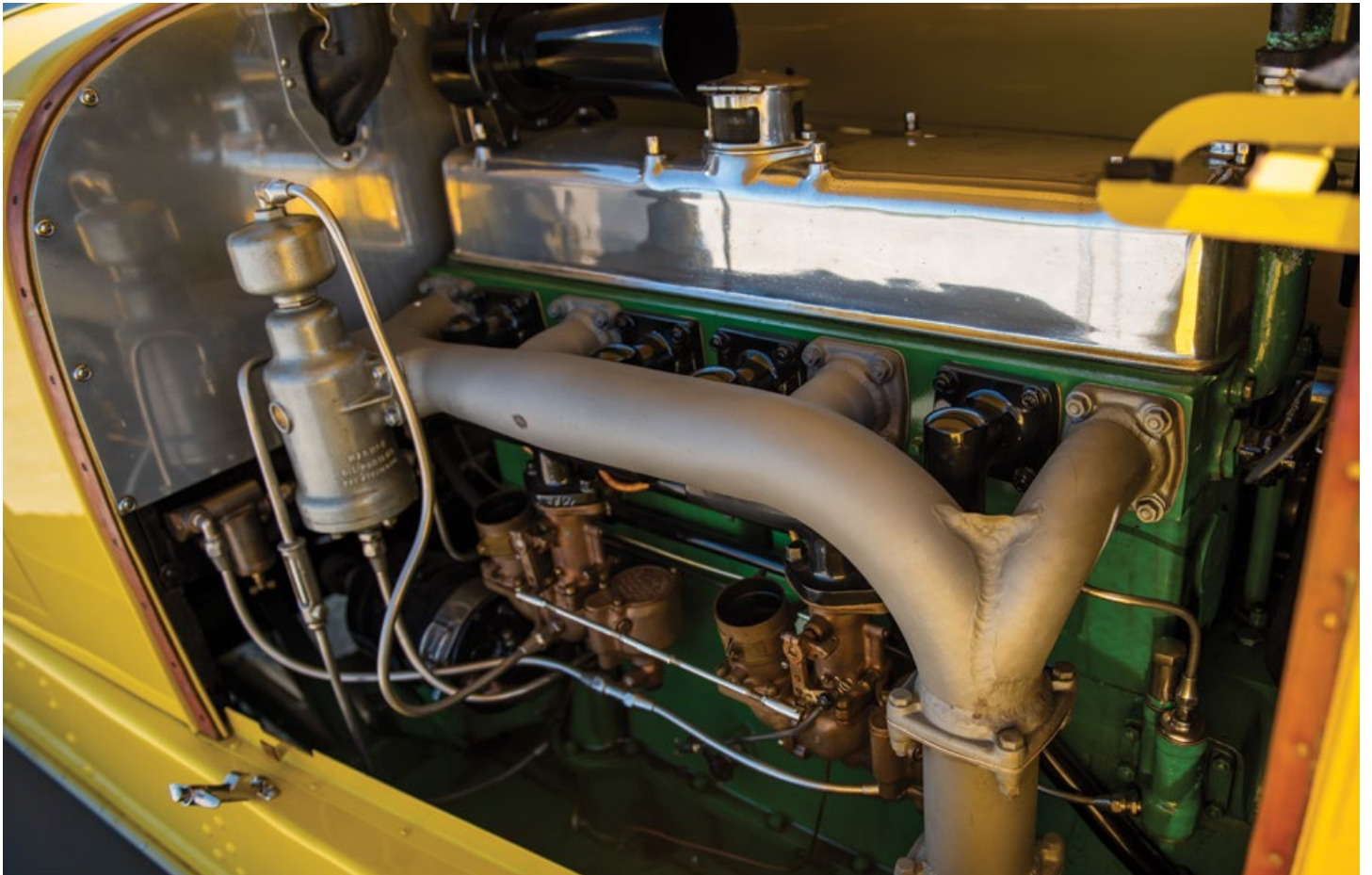
The Pacemaker at the Indianapolis 500 in 1920 was a bright yellow Marmon Model 34B Two-Passenger Speedster, the pride of Indianapolis's most prestigious automaker, and among the most powerful, sportiest, best-engineered American automobiles available. At the wheel was none other than Barney Oldfield, the charismatic legend of early racing, remembered as the first man to reach 60 mph on an oval track; as the driver of Henry Ford's infamous 999; as the world land speed record holder behind the wheel of the "Blitzen Benz"; and as the winner of the first race held at Indianapolis in 1909. No more appropriate Pacemaker driver could have been found, and he drove the car at a minimum of 80 mph; the polesitter, Ralph dePalma, reportedly commented afterward that the Pacesetter was the fastest automobile on the track.



Oldfield knew the advantage of publicity and, as the tale is told, recognized it in the yellow Marmon, a car built to draw attention. Following the race, he acquired it for himself and proceeded to drive it all over the United States, promoting one of his business ventures, Firestone's line of Oldfield tires. "Firestone Tires are my only life insurance," he boasted, not entirely untruthfully.

The car carried Oldfield all over the country; in 1922 he told the Pittsburgh Daily Post that it had carried him on four complete round trips from coast to coast before taking it to New York for the World Series. While it was garaged there, one of the chauffeurs took it for a joyride and demolished it in a 70 mph collision with a tree along Riverside Drive. "That car was so good a 'pal' of mine, and there was [so] close a relationship between that car and myself that if it had not been for this accident, you could not have sold me another one," Oldfield mourned.

Jack Dunning has long believed that his own Two-Passenger Speedster, only the third produced, carrying serial number 0003, was produced to identical specifications to the Pacesetter, perhaps for a member of the Marmon family. He acquired the car in the early 1990s from a gentleman near Uniontown, Pennsylvania—somewhat remarkably, through an ad in a local used-car marketplace magazine. Former owners included Wenzel Vockel, who registered the car with the AACA in 1961. In inspecting his acquisition, Mr. Dunning found that the engine had been "souped up" with two aircraft-type carburetors, on



unique manifolds, as well as with twin ignition. All of the work was very professionally done and is believed to have been done by the factory; Mr. Dunning believes that similar modifications were likely done to the doomed Pacesetter. The car was restored with these modifications by Mr. Dunning's trusted restorer, Ed Cobb of Washington Court House, Ohio.

Today its restoration is well preserved and the show career long and successful. It achieved its AACA Senior First Prize at Hagerstown in 1995. Its crowning glory, perhaps, was its appearance at the 2011 Indianapolis Motor Speedway Celebration of Automobiles, recognizing the centenary of the 500. There, at the very track on which its sibling ran over nine decades prior, the Dunning

speedster was justly awarded Best of Show. That year it was also a Class Award winner at the CCCA Museum Experience at Hickory Corners, Michigan. Because of its significance, the Marmon was photographed by noted automotive journalist Dennis Adler. It appeared in the November 1993 issue of Car Collector magazine and in Mr. Adler's books, Speed & Luxury: The Great Cars and The Art of the Automobile—the latter recognizing it as one of the 100 most beautiful and significant automobiles.

The Marmon Model 34B was a fast car, likely much faster than this aptly named speedster—a true American Jazz Age sports car, bred for Indianapolis and every bit as exciting as Barney Oldfield could have wished for.





429

1910 PREMIER MODEL 4-40 CLUBMAN

CHASSIS NO. 2112

\$125,000 – \$175,000

OFFERED WITHOUT RESERVE

Offered from the collection of Jack Dunning

A handsome and well-engineered Brass car from Indiana

**Original Clubman “close-coupled”
bodywork with detachable tonneau**

Well-maintained concours restoration by Ed Cobb

Shown at Meadowbrook and Pebble Beach by Mr. Dunning

Built in Indianapolis from 1903 until 1926, the Premier was among the finest early automobiles produced in the Hoosier State. The company is best-remembered today for introducing a number of technical advancements on its large upper-priced cars, which achieved perfect scores in three of the rigorous Glidden Tours. They even attempted to enter the 1905 Vanderbilt Cup, running an air-cooled prototype, though it was disqualified for being overweight.

The Dunning Collection’s 1910 Premier is the Model 4-40 Clubman, a close-coupled “sport touring” of sorts, with a detachable rear tonneau. When Mr. Dunning acquired the car at Hershey many years ago, it had been modified with a “mother-in-law” seat and gas tank in lieu of the tonneau—however, the original tonneau did survive with the car and was reinstalled by Eddie Cobb in the course of a painstaking restoration. The color scheme was based upon period photos acquired by Mr. Dunning, down to the accurate pinstriping and deep diamond-tufted leather upholstery.

Always fascinated by the technical details of his cars, Mr. Dunning is particularly fond of the Premier. The 40 hp, 334 cu.in. engine features dual camshafts, one of which has the gears cut in such a way that when the driver moves the spark



lever, the cam slides about two inches to adjust the timing. It also features two separate ignition systems, a make-or-break system with a low-tension magneto, and a Model T-style coil box and spark plugs—an advanced idea well ahead of the “dual ignition” bragged about by other manufacturers of the period, and which ensures the car starts readily in all weather. Mr. Dunning notes that when he acquired the car, it had a later, incorrect ignition system fitted, but he borrowed correct components from a friend's 1910 Premier and painstakingly reproduced them for this car. Indeed, the only modification from “stock” found on the

car is a very carefully installed modern starter, invisible aside from the serpentine belt round the flywheel.

The restoration was awarded an AACA Grand National First Prize in 1987 and also appeared at the concours d'elegance at Meadowbrook and Pebble Beach in 1988. Typical of the Dunning automobiles, the work has been very carefully maintained and preserved, and the car is still in beautiful overall condition, something in which its owner takes considerable pride.





430

1931 DUESENBERG MODEL J LIMOUSINE COACHWORK BY WILLOUGHBY

CHASSIS NO. **2438**
ENGINE NO. **J-430**
BODY NO. **7150**
FIREWALL NO. **2438**

\$650,000 – \$750,000

OFFERED WITHOUT RESERVE

Offered from the collection of Jack Dunning
Properly maintained and largely original condition
Original chassis, engine, and body, as delivered
Well-known history; rare survivor of Willoughby coachwork
Ideal mount for CCCA CARavans and other tours

Jack Dunning's Duesenberg Model J is one of fewer than four extant with this style of coachwork by Willoughby of Utica, New York, renowned in-period for the conservative design but sumptuous interior appointments of their beautifully crafted work. While this style was relatively popular with Duesenberg's clientele, many of the cars were later rebodied as phaetons or cannibalized for parts—hence the scarcity of survivors.

This particular car truly is a survivor. Its history is known back to the original owner, Henry Dolfinger of Philadelphia, chairman of the board of Abbott's Dairies, who took delivery from the New York factory branch on 29 May 1931. Mr. Dolfinger sold or traded the Model J to the well-known New York City dealer Hilton Motors four years later; they, in turn, sold the car to Mrs. Doris Garfinkel. Subsequent owners were Dr. H. Britenstool in 1941, and Dr. S.L. Pool in September 1955.

Homer Fitterling, one of the earliest true Duesenberg collectors, bought J-430 in October 1958. The car remained a favorite in the Fitterling stable for over three decades and, during that time, was driven several times to the Auburn Cord Duesenberg Club's National Reunion in Auburn, Indiana. It was left intact and mostly original, with the exception of a repaint to the present two-tone blue and black and new rear seat upholstery. The car was still nice enough that in 1959 it won a 1st Place Primary award at Auburn.

In 1991 the car and the rest of the Fitterling Duesenberg collection was acquired by Ed Weaver of Dalton, Georgia. Following Mr. Weaver's untimely passing, J-430 was sold in 1995 to the Imperial Palace of Las Vegas, joining their own vast fleet, the largest collection of Duesenberg automobiles ever assembled. Later in the decade it became part of the Ahmanson family's small, well-chosen collection in Los Angeles.



Jack Dunning bought the Model J from Tom Crook in 2013, fulfilling a longtime desire for Duesenberg ownership and completing his ACD collection. He was attracted to this particular automobile because, in his words, "It's one of the most wholesome, intact cars I've ever encountered." Brian Joseph and Tim Purrier of the renowned Classic & Exotic Service of Troy, Michigan, went over the car from stem to stern, exchanging many small incorrect parts with correct original components from their vast stock, while also correctly reupholstering the rear seat as original.



The original steering box, starter, rear end, and other drivetrain components remain intact, down to the fan under the hood, which has its original green paint on the hub. The engine was opened and inspected and the original rods found to be in good condition and uncracked; with careful use the car still runs and drives well, past its 45,000th actual mile. Accompanying the car is a trunk

and a hubcap wrench, as well as a copy of its ACD Club Category 1 Certification, issued decades ago to Mr. Fitterling. This is a wonderfully intact, solid Model J, an ideal car for further preservation and enjoyable touring in CCCA CARavans and other events—the same way that Jack Dunning has enjoyed it. It is a “wholesome” car, worthy of a new owner who will appreciate its stately charms and robust road power.







431

1932 FORD 'HI-BOY' ROADSTER

CHASSIS NO. **18-1592274**

\$40,000 – \$60,000

OFFERED WITHOUT RESERVE

Offered from the collection of Jack Dunning

Professional build by Glenn & Randy Hatcher

Brookville steel body and chassis

1939 Ford driveline with desirable speed equipment

Jack Dunning has, in his words, “never been much for hot rods,” but his longtime friends and restorers Glenn and Randy Hatcher are—and they eventually convinced Mr. Dunning to build the sort of hot rod that would appeal even to a devotee of “dead-stock” automobiles. The idea was to construct a ‘hi-boy’ roadster exactly as it would have been seen in California in the 1950s, with no modern tricks or folderol.

The basis of the project was a high-quality correct chassis and accurate '32 steel roadster body, both from Brookville, immaculately painted to concours standards and fitted with a roll-and-pleat interior facing Stewart-Warner gauges. Underneath was

fitted the driveline from a 1939 Ford, with the V-8 dressed up with the best reproduction speed equipment, including Offenhauser heads and intake manifold, three Stromberg 97 carburetors, Fenton headers, and Smitty mufflers. Since Mr. Dunning only uses the hot rod for cruising around town, two of the carburetors are blocked off, though he notes that they could easily be made functional for a true high-performance experience. The car uses the original Ford’s brakes and steering box; as with his stock restorations, Mr. Dunning believes they were well-engineered and still work beautifully when properly sorted. Turn signals were carefully fitted for modern traffic.

Accompanied by a properly fitted top, this has been a fun vehicle for local drives for Mr. Dunning, and he hopes that it will be equally enjoyed by the new owner. It provides much the same experience as running an exciting period hot rod would have back in the 1950s and is ready for any number of local shows and cruise nights.



1951 FORD CUSTOM DELUXE V-8 CONVERTIBLE

432

Offered from the collection of Jack Dunning

Well-maintained older restoration in Coral Flame

Correct LeBaron-Bonney interior

One of Mr. Dunning's favorite automobiles to drive

Ford's convertible was one of the best-selling soft tops in the country for 1951, with sales of 40,924 examples. This was Ford's flagship model, and despite being costly to design and build, it was an image maker for the company. It brought folks into Ford showrooms, even if they drove home in a basic Fordor sedan. As the top of the line, it came only with Ford's 100 hp flathead V-8 as standard equipment. Convertibles featured a hydraulic power top for added convenience—the switch was located at the lower edge of the steering column just to the left of the steering wheel.

The Dunning Collection's Custom DeLuxe convertible, finished in the Coral Flame color unique to this body style, was acquired from a museum some years ago. Mr. Dunning proceeded to have the engine rebuilt completely by the late John Forsythe at Fremont Auto Parts in Fremont, Ohio, while his own shop rebuilt the transmission and clutch and fitted an overdrive. The top was replaced, and the interior was reupholstered with correct LeBaron-Bonney materials; the front seat is leather and the rear seat vinyl, which is as the factory did it in 1951. Mr. Dunning also rewired the entire car, so that the power top works properly and the Ford would be a reliable driver.

Indeed, this is one of Mr. Dunning's favorite automobiles for taking out and using around town, and it has been maintained as a good-running highway car. It would be very enjoyable for the next owner on various AACA and VMCCA touring events, as well as simply for going out for ice cream on a summer evening.

CHASSIS NO. **B1EG113558**

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



433

1931 MARMON SIXTEEN COUPE

COACHWORK BY LEBARON

SERIAL NO. 16 141 675

ENGINE NO. 16684

BODY NO. 509

\$650,000 – \$850,000

OFFERED WITHOUT RESERVE

Offered from the collection of Jack Dunning

Only four private owners since new;
original body, engine, and chassis

Documented history in Dyke W. Ridgley's
Marmon Sixteen Roster

The rarest Marmon factory style; one of just six extant
Classic Car Club of America (CCCA) Senior award winner





Like all great pieces of art, the Marmon Sixteen was one man's vision of perfection. Automobile pioneer Colonel Howard Marmon created a triumph of pattern-making and foundry technology, containing at its heart an all-aluminum V-16 engine on a state-of-the-art chassis. With 200 hp from over 490 cu. in., the car was capable of out-accelerating a Duesenberg Model J—yet it cost only one-third as much, making it as much of a performance bargain as a \$5,000 automobile could be.

The Sixteen was dressed by Walter Dorwin Teague Jr., an MIT student working for his father's industrial design firm, whose crisp lines devoid of gratuitous ornamentation and characterized

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

Only seventy-five examples of the Marmon Sixteen remain in existence; the rarest body style is the lean and sporting coupe, of which just six examples survive. They stand as one of the definitive statements of engineering and performance from the Classic Era and as among the finest driving automobiles of the decade.



SERIAL NUMBER 16 141 675

The coupe offered here is one of the very few Sixteens with ownership history known back to the original owner, Louis P. Mayer of Warrington, Pennsylvania, second-generation publisher of the *Philadelphia Gazette-Democrat* newspaper. Mr. Mayer would regularly use the Marmon for his commutes into downtown Philadelphia until his passing in 1952. The car remained in the ownership of his family for another two generations and a total 55,000 miles, long enough to be reflected in their ownership in the Marmon Roster as early as 1963. Few Sixteens remained with the original family longer than the Mayer coupe.

The car was in a shop having its engine rebuilt in 1978 when it suddenly left the family's ownership—by means of a theft. Nothing was heard of the car for five years, until a tip to the Marmon Roster keeper in December 1983 led to its recovery by

authorities in New York State early the following year. Depending upon whom you ask, the thief either escaped into the night or was arrested at gunpoint. Phil Mayer was happy to take the car back into the family and to reunite it with the original engine components that he had been saving for its safe return, but never got around to the restoration that he had so long planned.

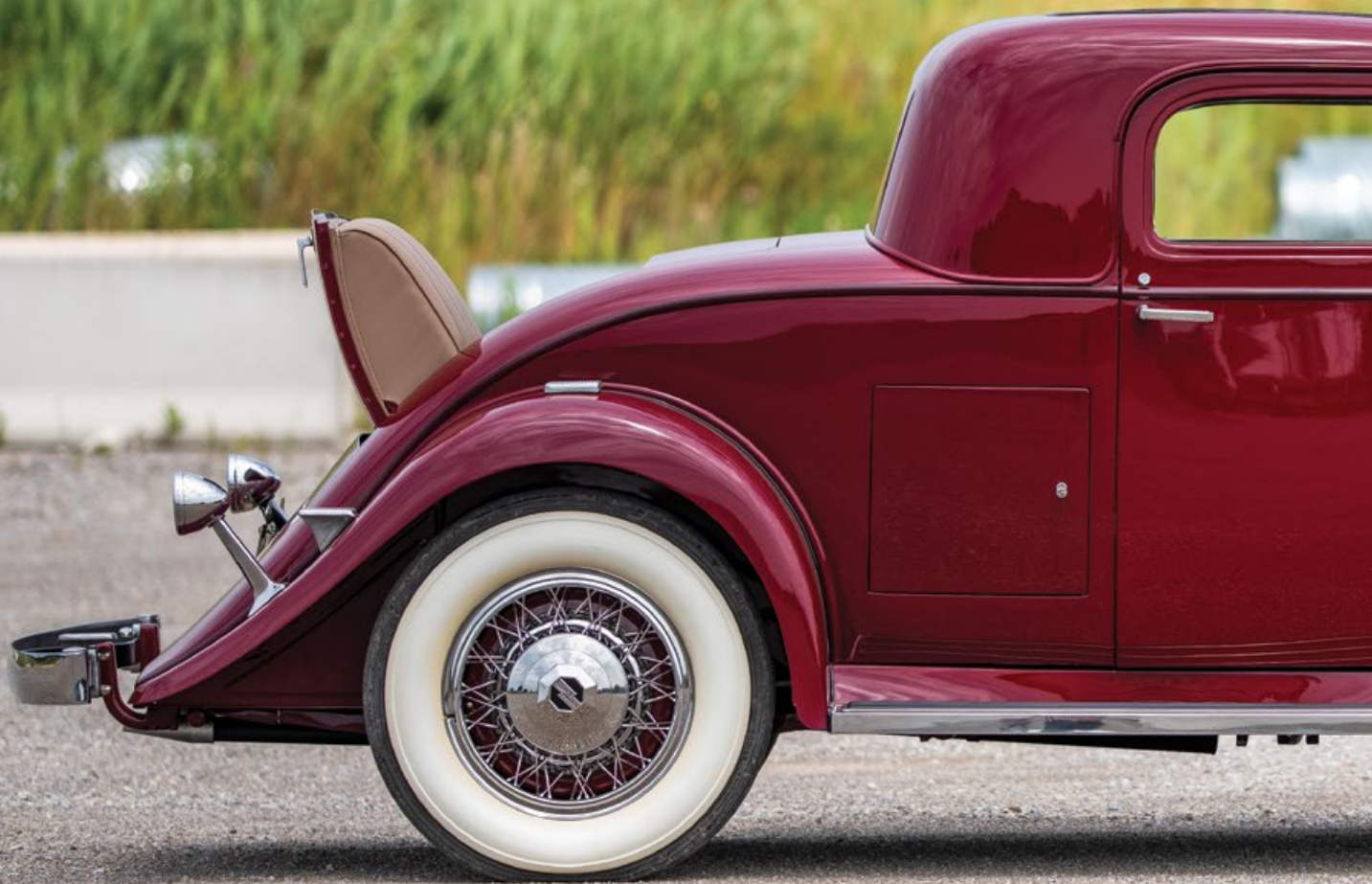
In 1987 the Sixteen finally left the original owner's family, legally, when it was sold to James Guerra of Perth Amboy, New Jersey. It passed in 1989 to well-known enthusiast Gerry Lettieri and four years later was acquired through an East Coast broker by Jack Dunning, with whom it has now remained for over 25 years. Mr. Dunning commissioned a restoration of the car between 1996 and 1997 by skilled craftsman Glenn Hatcher of Cambridge, Ohio, a longtime collaborator. He recalls today that the most complex part of the restoration was a proper engine rebuild; the body was in fine condition, a bent rear fender its only flaw.

Following the restoration's completion, in a rich, dark, and elegant maroon with correct pinstriping color-matched to the wheels, the Marmon began a successful show career, including an AACA National First Prize and CCCA Senior Premier honors, the latter with two perfect 100-point scores. The car was also Best in Class at the Meadowbrook Concours d'Elegance in 1997. Its most recent honor was a win in the Senior Emeritus class in the CCCA Midwestern Grand Classic at the Glenmoor Gathering in Canton, Ohio, in 2011. As with all of Mr. Dunning's cars, the Marmon has been meticulously maintained both cosmetically and mechanically over the years and remains in lovely overall condition.

Mr. Dunning is most proud of the time that his Marmon was reunited with its designer, an elderly Dorwin Teague. Mr. Teague spent a good deal of time walking around the car and examining it, then paid the ultimate compliment to its owner, telling him that he had seen multiple examples in flashy non-original color schemes, but "this is perfect. That's the way these were—understated."

To be blessed by the man who designed it—there is no greater honor.









434

1927 LINCOLN MODEL L IMPERIAL VICTORIA COACHWORK BY FLEETWOOD

CHASSIS NO. **47064**

ENGINE NO. **47064**

\$200,000 – \$300,000

OFFERED WITHOUT RESERVE

Offered from the collection of Jack Dunning

A fabulous, unforgettable one-off Classic Lincoln

Offers three rows of seating on a 150 in. wheelbase

AACA Grand National First Prize winner

Classic Car Club of America (CCCA) Senior
winner; three 100-point scores





There is no Classic Era Lincoln that can compare to the Imperial Victoria. It was constructed by Pennsylvania coachbuilders Fleetwood on a 150 in. Model L commercial chassis, one of just six like it produced for independent body companies in 1927 and likely the only one that did not become a hearse or an ambulance. No, the Imperial Victoria was firmly built for the living, with no fewer than three rows of seating, each with its own windshield, and a flamboyant “cape top.” Not one, but two trunks were fitted, all the better for international travel, along with a winged radiator mascot, a copy of a famous bronze in one of the Paris museums, Le Hueler’s “The Howler.”



Exactly who ordered such a creation has been lost to history, leading to the sort of legends that frequently form around flamboyant automobiles. The car reportedly came from Europe following World War II, having reportedly been hidden from the Nazis by the French—a process that resulted in a very mysterious history. One of the early American owners, the world-traveling evangelist and Lincoln collector Reverend T.L. Osborn of Tulsa, Oklahoma, liked to tell newspapers that the car he dubbed “Napoleon” had first been owned by a 400-pound Frenchman who used it to attend the opera. Another story places it in the care of a member of the world-traveling Philadelphia-based Biddle family. Truth or fiction? No one really knows, but the car has been bedecked with French Marchal headlamps and driving lights for its entire known life.

Reverend Osborn exhibited “Napoleon” at the World Museum, part of his ministry complex in Tulsa, until 1981. That year, the museum was closed and its holdings divested, and the Fleetwood Model L was acquired by Bill Lassiter, the renowned and prolific West Palm Beach, Florida, collector. Mr. Lassiter kept the Lincoln for six years before selling it to his good friend, Jack Dunning, who, with his typical attention to detail, saw it meticulously and correctly restored by Ed Cobb of Washington Court House, Ohio. Exhaustive attention to detail involved taking the car, as near as possible, back to its original condition; this included the complex weather protection system, which includes the “cape top,” a removable tonneau connecting it to the windshield over the driver,

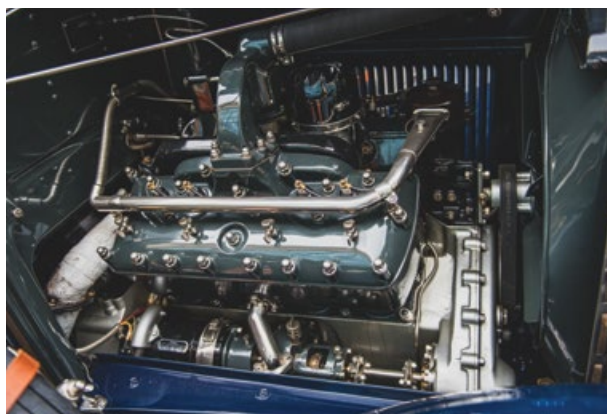


and rather elaborate side curtains. When all is fitted in place, the car is, Mr. Dunning reports happily, very tight, waterproof, and professionally done. The pinstriping is 24-karat gold leaf, which, along with silver side lights, really lights up the appearance of the car.

The Dunning automobiles are no stranger to awards, but few have acquired such a roster of honors as this Lincoln. It accumulated an AACA Grand National First Prize and, in Classic Car Club of America, became a Junior, Senior, and finally Senior Premier winner, all three with perfect 100-point scores. It appeared at the 1990 Pebble Beach Concours d'Elegance, where it was honored with 2nd in Class, and returned in 1996. In 2003 it was Best in Class at the Greenwich and Meadowbrook Concours d'Elegance.

Historians have noted it, as well; the car was featured in James Schild's book *Fleetwood: The Company and the Coachcraft*, and in Dennis Adler's *Speed and Luxury: The Great Cars*, for which it was photographed at Meadowbrook Hall. More recently it has been exhibited in the Lincoln Motor Car Heritage Museum in Hickory Corners, Michigan, where it has been, of course, the center of attention.

Imperial indeed, this Lincoln appears befitting for a queen, a king, or merely a corpulent opera buff. More than just a conversation piece, however, it is a truly fabulous piece of custom coachwork, built to impress, something that it continues to do with considerable aplomb on show fields all over the country. There is nothing else quite like it.









435

1935 PACKARD TWELVE CONVERTIBLE VICTORIA

CHASSIS NO. **903469**
ENGINE NO. **903483**
VEHICLE NO. **827-209**

\$175,000 – \$225,000

**An extremely rare example of the lovely convertible Victoria
One of 15 built, of which few survive
Beautifully restored and superbly maintained
National award winner; ideal for future presentation
Classic Car Club of America (CCCA) Full Classic**

For the first time in Packard history, the factory issued a bulletin to dealers, along with press releases to the media, that its Twelfth Series, introduced on 30 August 1934, would also be known as 1935 models; cars built prior to the Twelfth Series may not be properly described by the model year, as Packard introduced cars at varying times throughout the calendar year. Thus, only Packards manufactured following August 1934 are properly referred to by their designated model year. This came about for two reasons. First, Packard wanted to comply with

President Roosevelt's request that automobile announcements be as early in the fall as possible to help stabilize and reduce unemployment during the winter months. Second, Packard was a member of the Automobile Manufacturers Association and was partial to holding the new auto show in November rather than in January.

Though most of the hoopla at Packard in 1935 centered on the new low-priced One Twenty model, Packard remained the leader in the luxury market. The Twelve was, without question, the grandest expression of luxury in the Packard model hierarchy. New styling gave the car a restrained, streamlined appearance, and the V-12 was stroked to 473 cubic inches, gaining new aluminum cylinder heads while conservatively rated at 175 horsepower. Twelves continued to be quality-checked by the factory and then given a

250-mile run on the Packard test track at nearby Utica, driven by Colonel Jesse Vincent's brother, Charles, before delivery.

Of the 788 Twelves built for 1935, only a small handful wore the beautiful Dietrich convertible Victoria coachwork. The car offered here is a stunningly beautiful example of this very rare luxury convertible. Per the consignor, the car spent many years as a daily driver for the second owner. She maintained the car until the early 1980s, when it was picked up by Packard restorer Mickey Justice of Dillard, Georgia. The car was restored in his care in the early 1990s and was then purchased by the consignor. Beautifully maintained and properly stored, the car presents superbly. The paint, and especially the chrome work, all remain in excellent condition, making this an

excellent choice for someone who seeks a car that is ready to enjoy.

A frequent award winner, including the AACA Grand National First Place in 1992, the CCCA Grand Classic Premier in 1992, and the Packard National Best of Show in 1992, the car has not been shown since the early 2000s. It is, therefore, an excellent opportunity for someone who would like to show a rarely seen yet important Packard. Recently fitted with new rims by Valley Wire Wheel, the car looks, drives, and shows beautifully.

A rarely seen Packard Twelve from what many consider to be one of Packard's best years, this extremely rare convertible Victoria is truly worthy of any of the world's most discerning collections.





436

1924 AMERICAN LAFRANCE TYPE 40 COMBINATION TRUCK

REGISTERED NO. **4867**

ENGINE NO. **1546**

\$35,000 – \$55,000

OFFERED WITHOUT RESERVE

Offered from the William B. Ruger Jr. Collection

Mr. Ruger's very first fire truck, acquired
in 1954 at the age of 15

Fine older restoration by Andy Swift's Firefly Restorations

Complete with two sets of ladders and "squad truck" seating

The prized possession of a true fire truck enthusiast

William B. Ruger Jr. loved vintage fire trucks, none more than this 1924 American LaFrance, a Type 40 combination truck with double chain drive and a 75-horsepower, 570-cubic-inch T-head four-cylinder engine. It had originally been built for the city of White Plains, New York, for which it remained in service until at least 1937; copies of the American LaFrance build details and subsequent parts orders from the White Plains Fire Department remain in the file, along with a photocopy of the original delivery photograph.

Mr. Ruger acquired the truck from Lauriston McCagg in 1954, when the truck itself was only 30 years old, and Mr. Ruger a mere 15, with correspondence addressed care of St. Paul's School in Concord, New Hampshire.

Mr. McCagg was also a St. Paul's graduate, likely how the two young men knew one another. Already keenly interested in all things mechanical, the young Mr. Ruger wrote the American LaFrance Corporation requesting advice on adjusting the valve timing and other service matters; their responses are included in the file, noting as an aside the vehicle's original sale price of \$12,500.

The Type 40 remained a great favorite of Mr. Ruger's and, in 2004, was submitted to his friend Andy Swift, the renowned fire truck authority, at Firefly Restorations of Hope, Maine. A restoration was completed to very high standards, with invoices on file for nearly \$126,000, including a custom high-capacity radiator by Hal Fillinger and extensive gold-leaf striping by Peter Achorn. Mr. Ruger maintained the truck as a "runner" and used it regularly, yet the presentation is still very nice overall.

Every young boy wants his own fire truck. William B. Ruger Jr. had the means to make it happen at age 15, and that prized truck is now offered from his collection following 65 years of thrilling rides.



1924 PACKARD SINGLE EIGHT RUNABOUT

437

Offered from the William B. Ruger Jr. Collection

Believed upgraded in period to a 1936 Super Eight engine

Handsome restoration by Chris Charlton;
accompanied by restoration file

An unusually powerful and handsome Nickel Era “hot rod”

Hot rods are nothing new. Witness this 1924 Packard Single Eight Runabout, delivered new by renowned Southern California dealer Earle C. Anthony. According to a previous owner, the drivetrain had been updated for the original Santa Barbara owner with the present, more potent 14th Series Super Eight engine and matching transmission and clutch.

It is believed that these were fitted “new” to the car in 1936, as the modification was very professionally done, with the motor mounts cleanly gas-welded into place. The top, windshield, headlights, and wheels were updated as well, along with the bumpers—Ford Model A units! The resulting 150-horsepower and fully synchromesh gears were exactly the sort of improvements that William B. Ruger Jr. would have done to the car had he owned it in-period, and so, naturally, he was very attracted to the Packard.

According to a previous owner, the car came out of the estate of the original owner in Santa Barbara around 1990 and subsequently passed to noted collector Ted Leonard.

Mr. Ruger acquired it after the Leonard Collection was sold, and commissioned a full restoration by Chris Charlton of Classic Car Services in Oxford, Maine, in this beautiful combination of Chicory Green with black fenders and beltline, red striping, dark brown leather upholstery, beige cloth top with matching boot, and green steel wheels shod in blackwall tires. Turn signals were added for convenience and safety in modern driving. Underneath, a correct replacement engine block and new aluminum cylinder head were fitted, along with upgraded gears in the rear axle. All finishes still present well, including excellent paint and nickel plating, with only minor signs of Mr. Ruger’s enthusiastic road use visible underneath.

This is a fascinating automobile, both to drive and to admire, with quality craftsmanship and innovative thought visible throughout—everything that the late Mr. Ruger enjoyed in a motor car.

VEHICLE NO. **204886**
CHASSIS NO. **204525A**
ENGINE NO. **758085**
BODY NO. **234-285**

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



438

1925 LOCOMOBILE MODEL 48 SPORTIF

CHASSIS NO. **19112**

ENGINE NO. **19107**

BODY NO. **4066**

\$150,000 – \$200,000

OFFERED WITHOUT RESERVE

Offered from the William B. Ruger Jr. Collection

Well-preserved concours restoration by Fran Roxas

Desirable later chassis with four-wheel brakes

One of the most significant American designs of the Jazz Age
Classic Car Club of America (CCCA) Full Classic

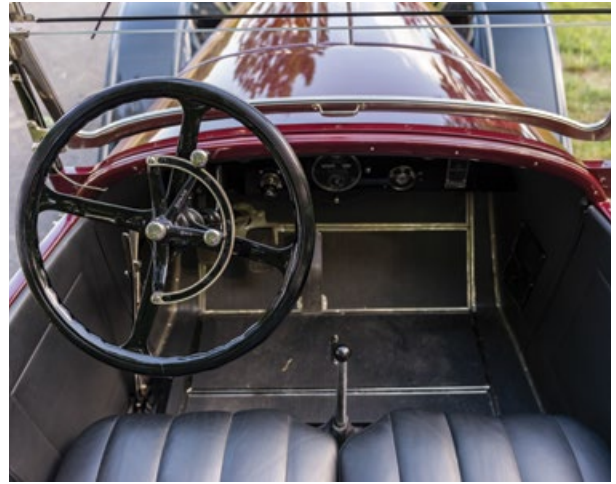
The Locomobile Model 48 was the car of America's conservative millionaires—solidly and ruggedly designed using the finest materials, including numerous special metals in the T-head six-cylinder engine. For the more flamboyant of those millionaires, designer J. Frank deCausse developed the aptly named Sportif, a fleet four-passenger touring car of close-coupled European inspiration. It soon became the iconic Model 48 body style and today remains the most desirable to collectors. Many consider it among the most significant Nickel Era American automobiles.

MR. RUGER'S LOCOMOBILE

One of William B. Ruger Jr.'s goals with his collection was to acquire and compare the great automobiles of an era—hence his ownership over the years of a Springfield Silver Ghost, a 1924 Packard Single Eight (also offered here), and this Locomobile Model 48 Sportif. He enjoyed learning the cars' most minute details and savored the experience of driving and, where possible, improving them. Few owners have experienced their automobiles as deeply as the late Mr. Ruger, a man who thrilled at getting the most enjoyment possible from his collection, especially on the open road.

A desirable late-production model with four-wheel brakes, this Sportif was acquired by Mr. Ruger in late 1999 and entrusted to respected Brass Era restorer David Greenlees of Brattleboro, Vermont, who did mechanical restoration work, which included a full engine rebuild. Mr. Ruger understandably enjoyed the result very much, as he never got along with the original transmission. The owner applied his mind to the problem and developed a modern "bolt-in" installation of a Ford truck transmission, much more enjoyable for driving on today's roads.

After enjoying the Locomobile for a few years, in 2007-2008 it was professionally restored by the respected Fran Roxas of Illinois to the highest standards of fit and finish. Invoices on file for work from both restorers total over \$300,000. Still virtually pristine in its rich burgundy and black livery, and ready for further concours showing or continued spirited driving, this is among the most attractive, best-restored surviving examples of the Locomobile Sportif, one of the great chassis and body designs of the Jazz Age.





439

1936 AMERICAN LAFRANCE 'SENIOR' 400 SERIES SQUAD TRUCK

REGISTERED NO. 7761

\$40,000 – \$60,000

OFFERED WITHOUT RESERVE

Offered from the William B. Ruger Jr. Collection

The ultimate Art Deco American LaFrance
with 240 hp overhead-cam V-12

Well-maintained restoration by Andy
Swift and Chris Charlton

Enjoyed by Mr. Ruger for years at his
home in Bar Harbor, Maine

Documented with partial restoration invoices;
accompanied by service manuals

Incredible power and presence—the ultimate party wagon

Many men dream, but few have the wherewithal to make reality of their dreams. William B. Ruger Jr. did, and when it came to his collection of automobiles and fire trucks, anything was possible—making the job of restoring his vehicles always an adventure.

Bearing witness is this particular piece of fire equipment, a 1936 American LaFrance 400 Series, the Art Deco 'Senior' model in the company's line, boasting its largest overhead-cam V-12 with roller-bearing rocker arms and chain drive. It had the prestige, power, and sheer presence that Mr. Ruger sought in a fire truck, but there were a few minor

problems. Rarity was one; fewer than 150 of such 400 Series trucks were built, and just a handful remain extant. The second consideration was that Mr. Ruger preferred open squad trucks, with rows of seating in the rear, both for their ability to hold friends and for their relative lightness—ensuring maximum performance.

Mr. Ruger found his solution in an ex-Brookline, Massachusetts, 400 Series, owned by his friend and trusted fire truck restorer, Andy Swift of Firefly Restorations in Hope, Maine. Mr. Swift and Chris Charlton of Classic Car Services in Oxford, Maine, restored the truck with what Mr. Swift describes as "fantasy bodywork"—the squad truck that American LaFrance did not build in-period, but should have, incorporating as much of the original bodywork as possible. No detail was left unturned nor expense spared, down to gold-leaf graphics by Peter Acorn, and the result is splendid in its fit, finish, and presentation. It lived for some years at the Ruger home at Bar Harbor, Maine, where Mr. Ruger enjoyed using it to give his guests rides up Cadillac Mountain.

One could show this mighty truck—but that would be joyless compared to the experience of taking the entire party out on the town...or up the mountain.



1937 CADILLAC V-16 SEVEN-PASSENGER LIMOUSINE

440

COACHWORK BY FLEETWOOD

Offered from the William B. Ruger Jr. Collection

Incorporates fascinating, well-engineered modifications for modern driving

An excellent highway automobile, much enjoyed by Mr. Ruger

In typical fashion, William B. Ruger Jr. was fascinated by the engineering of the Cadillac V-16 and its potential for performance. In his ownership this original limousine, one of 54 V-16s made in the last year of production, was restored and outfitted with custom-made 17-inch wire wheels with radial tires, modified suspension for better handling, and, most prominently, custom intakes bearing dual Holley two-barrel carburetors. The original side-mounted spares were also removed from the front fenders to provide easier access to the engine compartment and more aesthetic appeal, while the front seat was moved back slightly to provide more room for the driver.

Typical of the automobiles in the Ruger Collection, all of the work was well-envisioned and professionally executed, with the aim of being able to use the car at its peak. Indeed, that Mr. Ruger loved driving the result and comparing it to the other multi-cylinder automobiles in his collection is visible in the car today. An older restoration, it shows evidence of patina and use throughout, including to the paint, while the pale green leather interior remains in good overall condition with fine woodwork trim. At the time of cataloguing, it had recorded 70,220 miles.

Very few of the Cadillac V-16s produced in the last season of production have survived, and likely none have enjoyed the mechanical attention to detail seen in this car, sorted for running on the open road by a true enthusiast. It would be a superb highway tour and automobile, with room for the entire family to enjoy sixteen-cylinder power.

ENGINE NO. **5130306**

BODY NO. **117**

\$50,000 – \$60,000

OFFERED WITHOUT RESERVE



441

1937 LINCOLN MODEL K TOURING COACHWORK BY WILLOUGHBY

CHASSIS NO. **K8349**

ENGINE NO. **K8878**

\$100,000 – \$140,000

OFFERED WITHOUT RESERVE

Offered from the William B. Ruger Jr. Collection

One of just three known surviving examples

Known ownership history since new

Fresh engine rebuild by Fran Roxas

Classic Car Club of America (CCCA) Full Classic

William B. Ruger was an avid collector of the multi-cylinder Classics of the 1930s and was particularly passionate about the twelve-cylinder Lincolns, of which he owned and enjoyed several very fine examples. The last Lincoln V-12 in his collection was this car, the very rare seven-passenger touring built by Willoughby of Utica, New York, a firm more renowned for their closed limousine bodies. Willoughby produced this style for the Model K in 1937, 1938, and 1939 only,

and production each year was severely limited. Today only three examples of the body style have survived: the example offered here, another 1937 model, and a single 1938 model.

According to previous owner Sam Kingston, this seven-passenger touring was built for Russell Leffingwell, chairman of the board of J.P. Morgan & Company, who used it for travel to his summer house on Lake George in upstate New York. In the mid-1940s the car was sold by the family to the late Curtis Blake, co-founder of Friendly's and an avid automobile collector. Blake in turn sold the car in the late 1950s or early 1960s to Mr. Kingston's grandfather, who knew the Lincoln well, having



been a neighbor to the Leffingwells at Oyster Bay, Long Island. Mr. Kingston then inherited the car in 1998 and sold it to Mr. Ruger in 2018. Reportedly, Mr. Ruger, too, was attracted by location, having lived only a few doors down from the car's onetime home.

In 2001–02, Mr. Kingston had the car refinished with new leather upholstery and top, new chrome, and a new wiring harness. Mr. Ruger proceeded to improve it further with his usual attention to

mechanical detail, commissioning a rebuild of the year-correct Model K engine by Fran Roxas—the very last job completed by Mr. Roxas prior to his retirement, at a reported cost of \$40,000. The car remains in good overall condition, with older paint and interior, undercarriage that appears very original, and, obviously, a fresh engine compartment. It would be an ideal summer tour vehicle for its new owner—exactly the sort of use that Mr. Ruger could have been expected to give it.





442

1939 PACKARD TWELVE SEVEN-PASSENGER TOURING SEDAN

VEHICLE NO. **1234-2073**

ENGINE NO. **B602445**

\$60,000 – \$70,000

OFFERED WITHOUT RESERVE

Offered from the William B. Ruger Jr. Collection

Sympathetic restoration by Chris Charlton

Wonderful year-correct color scheme

An ideal CARavan automobile

Classic Car Club of America (CCCA) Full Classic

This 1939 Packard Twelve's history is traced through a notebook kept by former owner William Creswell, noting that he bought it from Brooklyn resident William D. Pelosi, its second owner, on 13 September 1968. Mr. Creswell's maintenance of the car is further documented in the notebook with studious notes through May 1991. A collection of various registrations and invoices from both the Pelosi and Creswell ownerships is also included in the file, along with original owner's and shop manuals and the Approved Service booklet from its 1950s services for Mr. Pelosi at a Brooklyn Packard dealership.

William B. Ruger Jr. acquired the Twelve from the Creswell family in 2005. The chassis was restored to

test the various modifications Mr. Ruger had dreamed up for the model. Afterward he sourced an original 1938 Packard Super Eight Touring Sedan body virtually identical to that used on the 1939 Twelve and had it restored on the chassis by Chris Charlton in year-correct Blackhawk Gray with tufted broadcloth upholstery. The work was performed sympathetically, with fine paintwork but much original trim left intact; as in typical Ruger fashion, the intention was to drive and enjoy the car.

Mr. Ruger put about 2,700 miles on the car, obviously enjoying its performance and intending to take it on a coast-to-coast tour on U.S. Route 2. Its restoration remains in very good overall condition, with the only notable signs of use being to the engine compartment and undercarriage.

While Mr. Ruger never had the chance to drive this Packard across the country, as had been intended, the opportunity is certainly there for a new owner to do so—or to take this car on a CCCA CARavan or similar long-distance jaunt. It has plenty of power and room for the entire family to ride comfortably along.



1939 ROLLS-ROYCE PHANTOM III LIMOUSINE

443

COACHWORK BY H.J. MULLINER

Offered from the William B. Ruger Jr. Collection

Cosmetic restoration by the legendary Fran Roxas

Recent engine rebuild by well-known specialists Dennison-Jayne

Exhaustive history, restoration, and maintenance file

Enjoyed by one of the foremost American Phantom III enthusiasts

Classic Car Club of America (CCCA) Full Classic

Chassis no. 3DL184 was one of the final Phantom III examples completed and was bodied by H.J. Mulliner as an elegant formal limousine for display at the 1939 Scottish Motor Show. The show was canceled due to World War II, and the Rolls-Royce was shipped to the United States, where it was delivered to Mrs. Arthur Burrage of Boston. Another early owner was the famous radio tenor and early automobile enthusiast James Melton, who used the Rolls as his everyday car in Connecticut for some time in the early post-war era.

The car returned to the UK in 1951, under the ownership of the Earl of Sefton, only to move back

stateside when it was sold in 1963 to William Thill of Dubuque, Iowa. Mr. Thill maintained the car until 1997, after which its owners included the well-known American Rolls-Royce connoisseur Robert Shaffner. It was from Mr. Shaffner that William B. Ruger Jr., a longtime admirer of the Phantom III's sophisticated design, acquired this car.

Mr. Ruger had the Phantom III cosmetically restored by the respected Fran Roxas with new Shell Gray and Tudor Gray paint and complementary upholstery. The engine was completely rebuilt by Dennison-Jayne Motors of West Chester, Pennsylvania, a noted American specialist in the Phantom III V-12, and a new radiator was fitted. Typical of the Ruger automobiles, all mechanical work was properly done, with an eye towards future use on the highway, hence the installation of sealed-beam headlamps. The car remains in very good overall condition, with nearly fresh paint and interior, and recorded 80,176 miles at the time of cataloguing; original finishes are still visible on the chassis, and the engine shows the patina expected from careful use.

For the enthusiast seeking to enjoy a Phantom III on CARavans, Rolls-Royce rallies, and other touring events, look no further.

CHASSIS NO. **3DL184**

ENGINE NO. **N88Q**

\$75,000 – \$100,000

OFFERED WITHOUT RESERVE

Visit rmsothebys.com to view all photos.



444

1954 ROLLS-ROYCE SILVER WRAITH 'PHANTOM IV' SALOON

COACHWORK BY FREESTONE & WEBB

CHASSIS NO. **CLW37**

\$75,000 – \$100,000

OFFERED WITHOUT RESERVE

Offered from the William B. Ruger Jr. Collection

**"Fiona," a one-off Rolls-Royce created
for enthusiast John Donner**

**Professionally engineered conversion
to Phantom IV specification**

**Powered by the sole remaining original spare
Phantom IV inline eight-cylinder engine**

Exhaustive history and restoration file

A fabulous, elegant creation and marvel of engineering

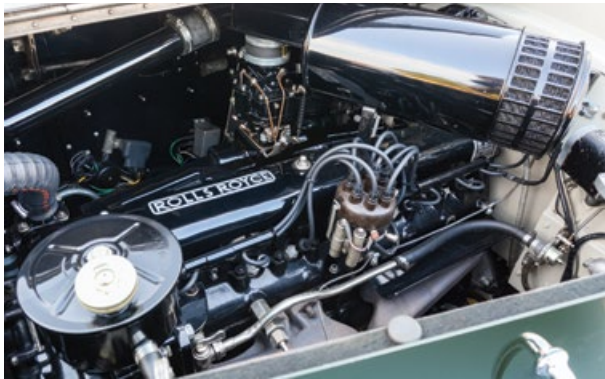
William B. Ruger Jr. and John Donner would have enjoyed one another's company. Both men were avid Rolls-Royce enthusiasts, and both had the fierce desire and means to make their dreams reality. No finer example can be found than this Rolls-Royce Silver Wraith, the result of Mr. Donner's desire for one of the legendary Phantom IVs, of which just 18 were built. Unable to acquire one of these cars, Mr. Donner acquired the Silver Wraith in 1989 and converted it to Phantom IV specification!

The sole surviving "spare" genuine Phantom IV engine was found, acquired, and rebuilt, then carefully installed in the Silver Wraith, with

appropriate modifications to the firewall and reinforcements to the gearbox. Thanks to painstaking engineering work by Mr. Donner's restorer, John Dray, the installation was virtually seamless and unnoticeable from within the car. All of this work was with the assistance and cooperation of Rolls-Royce, which advised on the engine's fitment with twin SU carburetors. At the same time, the balance of the car was restored as well, with a conversion to the classic-style Lucas P100 headlamps and installation of air-conditioning and an electric sunroof. Much of the restoration was completed by Wildae Engineering, with final finishing by P&A Wood.

The car was shown by Mr. Donner at the 1997 Rolls-Royce Enthusiasts Club Annual Meeting, winning 1st in the Concours class. Yet "Fiona" was very much intended to be driven and was journeyed abroad several times, including a 1999 jaunt to Jordan and Israel.

Mr. Donner eventually sold "Fiona" to American Phantom IV enthusiast Robert Shaffner, after which it was acquired by Mr. Ruger. Still well-preserved and well-presented, it remains a fascinating, fabulous vehicle—the only one of its kind and a testament to the passion of John Donner and the good care of William B. Ruger Jr.





445

1970 RUGER SPORTS TOURER PROTOTYPE

CHASSIS NO. 278K2KK

\$160,000 – \$200,000

OFFERED WITHOUT RESERVE

Offered from the William B. Ruger Jr. Collection

One of only two prototype Ruger automobiles produced

Owned by the Ruger Family since
new; never publicly sold

Extraordinarily high design and build
quality, with Ford 427 V-8

Featured in the October 1970 issue of Motor Trend

The ultimate statement from a great American
engineering and motoring family

The Ruger Sports Tourer is designed as a machine for travel which completely transcends the vagaries of fashion: it is a permanent possession, like a good shotgun, a fine saddle or a handmade fly rod.

- Ruger factory brochure, 1969

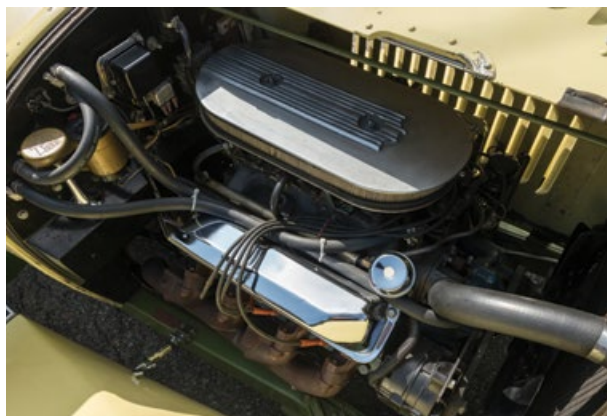
It is every enthusiast's fantasy to someday build their own automobile. William B. Ruger Sr. and Jr. had the same dream, born of a love for performance and vintage "W.O." Bentleys. They combined both in their namesake Ruger automobile. The result of approximately 800,000 in 1969 dollars of research and development was a pair of true manufacturer's prototypes, purpose-built from the ground up in a special shop set up for production at the Sturm, Ruger factory in Southport, Connecticut, with the best talents and minds of the time consulted. The exceptionally strong X-braced chassis was custom-built to support a specially supplied competition-specification 427-cubic-inch Ford V-8 and four-speed transmission, and wrapped with fiberglass coachwork covered in leatherette, in the fashion of the Weymann bodies of old, crowned by long aluminum fenders. The design shows the influence of both Bentley and, in the lowness of its vee'd radiator, the Rennsport Mercedes-Benzes.

No expense was spared in making the Ruger worthy of its name and ready for production for the public. That only two manufacturers' prototypes were eventually completed was a reflection of the economy and the difficulties of putting a new car into production at any cost—not of the quality of the product. Both prototype Rugers remained with their namesake family, and the offering of this second prototype marks the first time that one has been offered for public sale.

This particular Ruger is the one road-tested for the October 1970 issue of Motor Trend. At the time of cataloguing, the

well-preserved automobile showed 14,281 miles, accrued both in the hands of Mr. Ruger Sr., who is known to have taken the car on a road trip early in its life—accompanied by his Ferrari Daytona as its “chase car”—as well as William Ruger Jr., who enjoyed touring them around Maine and New Hampshire.

The Ruger is a real automobile, built for robust, modern high-speed performance. It is the ultimate tribute to a family of engineers and enthusiasts who have cared for it since new and who hope that today it passes into loving hands that appreciate it as they have. They are proud of it, as they should be.





446

1953 BUICK SKYLARK CONVERTIBLE

CHASSIS NO. **17142626**

\$110,000 – \$130,000

One of 1,690 produced in 1953

Older restoration that presents beautifully

Power windows, locks, antenna, and seat

Period-correct finishes inside and out

A defining event of 1950s American car culture was General Motors' traveling Motorama. It was a truly extraordinary, no-expense-spared display of dazzling technology, stunning styling, and modern American ingenuity. The series of dramatic styling exercises by the legendary Harley Earl captivated the public, but most of the designs were never made for sale. For 1953, though, GM made an exception.

The company offered three of the previous year's "dream cars" in limited production numbers to the lucky few who could afford the staggering price

tags and who had the personal influence required to secure one. The three models available were the Cadillac Series 62 Eldorado, the Oldsmobile 98 Fiesta, and the model offered here, the Buick Roadmaster Skylark.

Among those who favor mid-century American classics, few carry the prestige of the Buick Skylark. Revered in the period for its dramatic styling, luxurious appointments, powerful engine, and limited production numbers, the Skylark remains a highly desirable and exceptionally collectable automobile to this day. Cars such as the convertible offered here give us just a glimpse of what life was like for successful men and women in the early years of the Pax Americana, when car culture went into overdrive on the burgeoning interstate highway system.

This Skylark convertible is an exceptional example of what many consider to be Harley Earl's finest production convertible design. It has been comprehensively restored some years ago and presents beautifully today in period-correct Mandarin Red Poly with a matching red-and-white interior. A contrasting white convertible top makes for an elegant combination, though it seems almost a shame to drive this car in any other manner than with the top down on a sunny day. The Kelsey-Hayes forty-spoke wire wheels wrapped in wide whitewall tires complete the look. With ample power from the 322-cubic-inch "Nailhead" V-8, power

everything, and extensive chrome, this is Americana at its very finest, a work of art from a time when gas was cheap and the highways were wide-open.

Due to its limited production status, just 1,690 examples were built, making this an uncommon car indeed. This car is an ideal and unique choice for showing, driving, or even just admiring as a work of mid-century design. Offering easy cruising, handsome good looks, and exclusivity, this Skylark convertible is a fitting choice for any post-war collection.





447

1956 MERCEDES-BENZ 300 Sc 'SUNROOF' COUPE

CHASSIS NO. **188.014.6500070**

ENGINE NO. **199.980.6500068**

BODY NO. **188.014.6500034**

\$475,000 – \$525,000

One of only 98 300 Sc coupes built

One of as few as 12 optioned with the rare steel sunroof

Retains original matching-numbers body and engine

42 years of fastidious care and minimal use by the current owner

Restored by a former factory mechanic and marque specialist

Currently displays less than 25,650 km (15,938 miles)

Accompanied by luggage and owner's manual

Documented with factory build record





In late 1955 Mercedes-Benz updated its flagship 300 S sports coupe with a fuel-injected dry-sump version of the marque's inline six-cylinder engine, introducing elements from the 300 SL. The resulting 300 Sc was hand-built in a smattering quantity of 200 examples over three years, 98 of which were finished as coupes. One of the last of Stuttgart's celebrated hand-crafted cars, the powerful 300 Sc has evolved into one of the marque's most collectable models of the post-war period.

This beautifully presented example claims rare factory options and benefits from the care of a single owner for the last 42 years. According to a factory production record, chassis no. 00070 was originally finished in graphite grey and trimmed in a special



upholstery combination of grey leather seats with matching grey corduroy door panels and a grey headliner. Most important, the factory data confirms the car was equipped with a steel sunroof, making it one of perhaps as few as a dozen examples so optioned. Additionally, the car was fitted with a Becker Mexico radio, windscreen washer, and a rearview mirror. The 300 Sc was dispatched in late April 1956 to its buyer, Friedrich Liese G.m.b.H., a metalworking company based in Hamm, Germany.

At some point over the following two decades, the Mercedes-Benz was exported to the United States, where ownership was assumed in the Pacific Northwest. By 1977 the rare sunroof coupe was owned by Siegfried Linke, a marque expert based in Seattle, Washington. Mr. Linke began his career with Mercedes-Benz as a classically trained apprentice and employee at the Daimler-Benz factory in Stuttgart during the early 1960s before immigrating to the United States in 1963, with an offer in hand from Phil Smart Mercedes-Benz in Seattle. After two years at the dealership, Mr. Linke founded his own service house, European Motors, which he successfully operated for nearly 30 years. During this time the specialist became a fixture at the annual Arizona sales and was a judge at Pebble Beach for roughly 25 years.

In late 1977, Mr. Linke sold the 300 Sc to the consignor, a Seattle-based enthusiast who doted on the fine coupe, carefully garaging it and servicing it as needed. The car was largely stored for the following forty years, though the owner conducted some

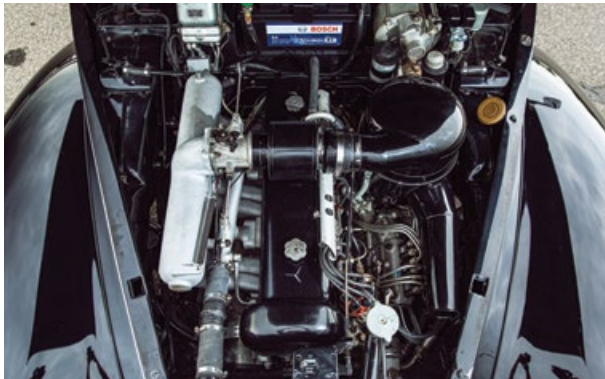


restoration work over two rounds in 1998 and 2006. Mr. Linke was retained to perform a sympathetic refurbishment that included a refinish of the exterior in black and re-upholstery of the interior with black leather seats, light grey door paneling and carpets, and a complementary headliner. Mechanical elements were rebuilt as needed, and the engine bay was detailed.

Rarely driven over the last 42 years, the Mercedes-Benz currently displays less than 25,650 kilometers (15,938 miles) on the odometer. The rare sunroof coupe retains its original matching-numbers coachwork and engine and is accompanied

by trunk luggage, an original owner's manual, and a copy of the factory build card.

Having been restored by one of the area's premier marque specialists, and fastidiously maintained by a single owner for over four decades, this beautifully finished 300 Sc exudes character and purity of presentation, from the elegant wood accents of the cabin to the ornate chrome trim of the Sindelfingen coachwork. One of 98 coupes built, and perhaps one of just a dozen optioned with the steel sunroof, this 300 Sc would make a superlative addition to any collection, beaconing marque connoisseurs and collectors of important 1950s touring cars.





448

1911 STANLEY MODEL 63 TOY TONNEAU

CHASSIS NO. **5950**

\$100,000 – \$140,000

OFFERED WITHOUT RESERVE

Complete restoration by Darryl Kendall

Formerly of the Alfred Herrala collection

New Bourdon boiler, pilot, and fuel and pressure tanks

AACA Junior, Senior, and Grand National winner



The iconic Stanley steam cars from the coffin-nose era are without doubt the 20-horsepower Model H Gentleman's Speedy Roadster and the 30-horsepower Model K Semi-Racer. During the period, however, the Stanley Motor Carriage Company's bread-and-butter line comprised mostly 10-horsepower cars, including the long-running Model E variations from 1905–1909 and the 60 series built from 1910–1914. While neither were as fast as the 20- and 30-horsepower cars, let alone the streamlined Rocket that set the world land-speed record in January 1906, they encompass the same technology and are every bit as roadworthy and enjoyable.

This Stanley was acquired by Alfred Herrala, who acquired it from the estate of Carl S. Amsley in 1998. The late Mr. Amsley, of St. Thomas, Pennsylvania, was renowned in the steam hobby as a restorer,

reconstructor, and fabricator of automobiles. He is credited with putting and keeping more Stanleys on the road than any other person, sometimes creating whole cars from an accumulation of metal parts, cars that anyone would be proud to drive. Other cars he bought in original condition or as previously restored and sold them on to other enthusiasts more or less as he had found them. That appears to have been the case with this car.

It is understood to have been re-bodied before Amsley bought it, which is not unusual for non-condensing Stanleys. All models until 1915 were built in the manner of carriages, with the body and chassis a single unit made of wood, although later models were skinned in aluminum. The axles, suspension, and engine were mounted to this wood assembly, and the suspension was steadied with longitudinal "perch poles." This put considerable strain on the wood, even when untrammelled by weather. A high-quality restoration of a coffin-nose Stanley most often involves a new body.

Although complete and running when purchased, Mr. Herrala was intent on making it both reliable for touring and competitive on the show field. He consigned it to renowned steam-car specialist

Darryl Kendall of Chambersburg, Pennsylvania, for a complete restoration. It debuted to much acclaim at the January 2006 Stanley Speed Record Centennial celebration at Ormond Beach, Florida. Subsequently, the car achieved a litany of AACA awards, including First Junior at Binghamton, New York, in 2007 and First Senior at Hershey later that year. In 2010 it received a Grand National First at New Bern, North Carolina. It was fully prepared for the AACA Grand National at Shelbyville, Tennessee, in June 2012.

The Stanley was then acquired by the current collectors from Mr. Herrala's estate in 2013. Though fully restored, they proceeded to install a new boiler from Bourdon Boiler Works, as well as a new pilot from Mark Herman. Furthermore, the steamer received a new kerosene fuel tank along with new pressure tanks to ensure safe and reliable operation.h

Presented in correct Brewster Green with gold pinstriping and yellow running gear, this Stanley is upholstered in buttoned black leather. It has a full top in black canvas. Brass lamps, horn, and windshield accent the appearance, and a multi-tone steam whistle proudly announces its arrival.





449

1925 MARMON D-74 ROADSTER

CHASSIS NO. **D25017**

\$90,000 – \$120,000

Powerful 340 cu. in. OHV inline six-cylinder

Nicely restored to a very high standard

Classic Car Club of America (CCCA) Full Classic

A beautiful sporting Marmon

For 1925 Marmon offered buyers over ten different body styles to choose from. The 2/4-passenger rumble-seat roadster, with its handsome styling and light, open coachwork, as well as its exceptional handling and performance, was the sportsman's choice. The same rings true today, as the rare and desirable Model D-74 is one of a select few six-cylinder Marmon automobiles recognized by the Classic Car Club of America (CCCA) as a Full Classic.

This 1925 D-74 is a fantastic example of Marmon's stylish and sporty roadster. The first thing one notices about this example is its impressive scale. With a 136-inch-wheelbase chassis and massive twenty-inch artillery wheels, the D-74 is substantial, yet beautifully proportioned. Little is known of this car's early history, yet it was the subject of a very high-quality restoration that has gently mellowed with age. Presented in a handsome color scheme of two-tone green with orange highlights, the paintwork is beautifully finished. Plating and brightwork are similarly exquisite. Likewise, the aluminum coachwork is in excellent order, exhibiting precise fits throughout the automobile. Particularly in profile, the Marmon has a clean,

handsome look, care of twin rear-mounted spare wheels and minimal adornment. Accessories include a Moto-Meter, dual cowl lamps, and beveled-glass wind wings. The car rides on blackwall Silvertown tires on wooden artillery wheels, giving it a purposeful stance.

The natural-finish leather is supple and in superb condition, with light creasing and character from occasional use. The complementary brown Haartz canvas topping material ties the interior and exterior together nicely. Two top boots are included, one in leather to match the upholstery and one in canvas to complement the spare tire covers. The fat wood-rimmed steering wheel has a beautiful finish, and the interior fittings

have high-quality plating. Switches, instruments, and controls all appear in good order.

Under the hood is the powerful and advanced 340 cubic-inch OHV inline six-cylinder. Detailing is up to the same excellent standards, with high-quality paintwork on the engine and accessories. Period-appropriate wiring and plumbing maintain the show-quality looks.

With its high-quality restoration, this magnificent example is ready for the tour season while being equally at home on the show field. With the D-74's acceptance in the CCA, it is eligible for numerous club events around the country, and it is, thanks to that powerful engine, a most capable tour car.





450

1931 CADILLAC V-16 'WOODIE' CONVERTIBLE COUPE

ENGINE NO. 702994

\$125,000 – \$175,000

OFFERED WITHOUT RESERVE

Unique wood-bodied V-16

More than four decades of known history

Soon to be featured in a book on the Cadillac V-16

On 4 January 1930, Cadillac stunned the Depression-era fine car market at the New York Auto Show with the introduction of its all-new V-16. With this engine, Cadillac instantly catapulted itself to the head of the luxury class in one brilliant stroke. Until then, only Bugatti had produced a 16-cylinder engine, which was accomplished by bolting two eight-cylinder inline engines together, an innovation that was originally intended for aircraft use.

Cadillac's V-16 was the first true 16-cylinder engine to be designed and built from scratch. Project leader Owen Milton Nacker demanded the utmost secrecy from his team. In fact, in order to avoid knowledge of the project

leaking from lower-level GM engineering departments and parts suppliers, a well-coordinated disinformation campaign was created, which included cover stories and notes on various blueprints that indicated that the project was actually Cadillac's contribution to a new GM bus project.

Cadillac managed to survive the rapidly declining luxury car market of the early 1930s, thanks to the financial resources of its massive parent company, General Motors. Without GM's support, Cadillac could never have produced such a limited-production, luxurious automobile. Although the V-16 was brilliantly designed, its shrinking Depression-era market meant that the V-16 was, of course, produced in tiny numbers for the fortunate few. Without a doubt, those scarce examples remaining today offer a rare glimpse into one of the most exciting automotive eras of all time.

The unique example featured here is one of the most impressive and unique Cadillacs powered by their legendary V-16. Engine number 702994 was originally delivered in a Series 4375 seven-passenger limousine. One of 438 cars built for that series, it was originally sold from a Chicago dealership in February 1932. Though the fate of the original body and chassis is unknown, the known history of the engine begins in 1985, when enthusiast Alan Merkel purchased it from noted collector Melvin Patterson. Through a multi-party deal, the engine eventually found its way into the collection of Mr. James Pascoe of Escanaba, Michigan.



Enamored with wood-bodied automobiles, Mr. Pascoe had previously built other wooden-bodied vehicles, including at least one Buick. After acquiring engine number 702994, he set out to build a wooden convertible complete with rumble seat and golf-bag door. After spending some 2,000 hours on the project, the car was sold to the consignor, Mark Thomas, and his son Morgan approximately 10 years ago. It has remained in his collection ever since.



A highly unique V-16, the car is reported to run and drive beautifully. As a totally unique “woodie” convertible Cadillac, the car has been shown at several Michigan Region CCA events, and the process is ongoing to seek recognition of the car as a re-bodied Full Classic. A beautiful and unique Classic-era Cadillac, it will make a superb addition to any Cadillac collection.





451

1909 RAUCH & LANG ELECTRIC COUPE

CHASSIS NO. 9985

\$50,000 – \$75,000

OFFERED WITHOUT RESERVE

Rare early electric automobile

Complete ground-up restoration

Operating on a complete set of 12-volt batteries

Rauch & Lang of Cleveland, Ohio, was a prestigious name in the electric car field and, before that, in the carriage trade. The company dated from 1884, when wagon builder Jacob Rauch and real estate magnate Charles E. J. Lang formed a partnership to manufacture high-end carriages. By the beginning of the 20th century, Rauch & Lang carriages were among the most esteemed and expensive available in their region. In 1903, the company opened a Buffalo Electric dealership and in 1905 began to build and sell electric vehicles under the Rauch & Lang name until 1920.

In 1909 the Rauch & Lang Electric was advertised as the handsomest coupe on the market, touting it to be “as cozy and luxurious as any woman would

have it, and as able and efficient as any man would demand it to be.” Prospective customers were encouraged to be one of those lucky enough to purchase one of the 1,200 cars made that year in answer to pent-up demand. Upholstery was imported leather or broadcloth in colors to match the exterior. The body was finished expertly, and “the harmony of line and perfection of finish” were meant to appeal to the discerning buyer.

Its mechanical and safety advantages were touted, as well: rugged Exide (short for Excellent Oxide) batteries “of enormous capacity”; strong, durable electric brakes; and a Corbin key to lock the control handle, meaning “no one [could] steal the car by using a nail or wire.” “Other cars may be cheaper at first,” the company admitted, “but Rauch & Lang owners spend practically nothing at all for repairs.”

This rare and elegant opera coupe was the subject of a comprehensive restoration and is now powered by a complete set of 12-volt batteries, making it safer and more reliable than when it was new—an ideal choice for any collection of early electric cars.



1941 BUICK ROADMASTER CONVERTIBLE PHAETON

452

One of 312 examples built in 1941

Comprehensive two-year restoration completed in 2005

Owned for 30 years by a Denver, Colorado-based enthusiast

Benefits from fastidious upkeep in private storage for the last decade

A handsome and nicely restored example of Buick's classic pre-war Roadmaster

Buick added dual carburetion to its Fireball Straight Eight engine for 1941, raising output by nearly 25 hp. The popular Series 70 Roadmaster was built in 15,372 examples across four different body styles, but only 312 cars were finished as four-door convertible phaetons, of which perhaps 50 examples survive today.

This beautifully presented Buick continues to benefit from a comprehensive restoration conducted in the mid-2000s. Chassis no. 13928872 reportedly retailed new in Pittsburgh, Pennsylvania, and was used early in its life as a taxi in both Cleveland and Akron, Ohio. In 1972 the Roadmaster was purchased by an enthusiast residing in Denver, Colorado, and he retained possession for 30 years, intending to restore the car but never finding the time.

In 2003 the Buick passed to another Colorado-based enthusiast, and the car was soon treated to a comprehensive body-off restoration that took two years to complete. The extensive refurbishment included correcting the coachwork with the replacement of minimal rust-prone areas, including the replacement of the fenders with new original-stock parts. The original engine was rebuilt, the frame was powder-coated, and the brakes and suspension were rebuilt as needed. Cosmetics were updated with a refinish in royal metallic maroon paint and matching maroon leather upholstery, while care was taken to correctly address every trim piece and finish, epitomized by the handsome machine-turned dashboard surface.

Following completion of the restoration in 2005, the Roadmaster was placed in storage for several years until being sold in late 2009 to the current owner. Over the last decade, the phaeton has enjoyed fastidious care while largely being stored in the consignor's collection. Professionally restored to the highest standards, this impressive car is a striking example of Buick's pre-war Roadmaster and would make an ideal acquisition for any marque aficionado or enthusiast of classic American cruisers.

CHASSIS NO. **13928872**

\$80,000 – \$100,000



453

1950 CADILLAC SERIES 62 CONVERTIBLE COUPE

ENGINE NO. **506248889**
BODY NO. **2977**

\$70,000 – \$90,000

Rare convertible coupe body style

Well-preserved older restoration

Ten years in current ownership

Documented with factory build record

The Cadillac Series 62 received a gentle makeover for 1950, though the design retained signature features such as the majestic egg-crate grille and swooping skirted rear fenders. In terms of aesthetics and driver visibility, the model was improved with the introduction of a one-piece full-width windshield and pillarless window styling provided by new Ventipane rear quarter-windows.

The Series 62 was powered by a 331-cubic-inch overhead-valve V-8 that Cadillac had introduced a year earlier, an engine that would go on to be one of the industry's most successful and long-lived motors (even finding use in racing sports cars like the Allard and Cunningham). Mated to a standard-equipped Hydramatic transmission, the V-8 developed 160 hp,

providing smooth power for well-appointed touring. Though Cadillac built nearly 60,000 cars for 1950, less than 12 percent were Series 62 convertible coupes, making surviving examples relatively rare.

This fetching Series 62 is a handsome and authentic example of Cadillac's popular middle-tier model. As demonstrated by a factory build record, the convertible coupe was originally finished in French Gray paint and upholstered in a two-tone combination of blue, a color scheme the car faithfully wears today. The convertible coupe was furthermore optioned with fog lights, a heating system, and a Syncro-Matic radio before being shipped in early July 1950 to the Cadillac distributor in New York City for customer retail.

This beautiful Cadillac was acquired in late 2009 by the consignor. Under his care the convertible coupe has continued to enjoy fastidious service and maintenance as needed and currently remains well sorted for display at marque gatherings and regional concours d'elegance.



1948 CADILLAC SERIES 75 FLEETWOOD SEVEN-PASSENGER IMPERIAL LIMOUSINE

454

Highly original presentation

Reportedly only three owners from new

Remarkably authentic example of Cadillac's
most elegant executive transportation

Classic Car Club of America (CCCA) Full Classic

By 1948 Cadillac had firmly established itself as one of the industry's most prestigious marques, earning its trademark as "the Standard of the World." With post-war designs just around the corner, 1948 models proved to be the last Cadillacs to embrace the pre-war period's design language, making them the last examples considered by the Classic Car Club of America to be Full Classics.

This elegant seven-passenger limousine claims rarity and remarkable originality, offering an outstanding example of Cadillac's celebrated long-wheelbase Fleetwood. According to a Cadillac production record, this limousine was optioned with a Hydra-Matic transmission, radio, heater, and fog lights, and was finished in black paint, as authentically presented today.

In mid-March 1948, the limousine was shipped to Don Lee Cadillac in San Francisco, one of the city's early automobile-row dealerships, which is today recognized on the national register of historically important places. The Cadillac went on to enjoy preservative care in the hands of just two owners through to late 2009, at which point it was sold to the current owner, a collector based in Florida. The limousine then displayed just 77,000 miles, having benefitted from an engine rebuild at 66,000 miles.

For the last ten years, the Fleetwood has enjoyed fastidious attention while largely remaining in storage within the consignor's quality collection. The remarkable car continues to display incredible originality, retaining the original factory paint, interior upholstery and carpeting, and the courtesy window that divides the front and rear compartments.

Though 1,262 examples of the Fleetwood 75 were manufactured in 1948, just 446 cars were built with body style 7533, of which only a small percentage were finished as limousines. Offering great originality and the distinction of executive transport, this exceptional Cadillac is ideal for display at regional events and concours d'elegance.

ENGINE NO. **487503761**

\$50,000 – \$60,000



455

1936 PACKARD SUPER EIGHT FORMAL SEDAN

VEHICLE NO. **952-252**

ENGINE NO. **757995**

\$55,000 – \$75,000

OFFERED WITHOUT RESERVE

Nicely restored example; one of just 1,330 built

Powerful and reliable 385 cu. in. straight eight

Classic Car Club of America (CCCA) Full Classic

Packard's 14th series marked a significant turning point for the company. Introduced in 1936 to replace the 12th series, it marked the end for many signature Packard features, such as the 17-inch wire wheels, ride-control shocks, Bijur chassis lubrication, and perhaps most notably, the legendary 385-cubic-inch straight eight. As before, three distinct model lines were available: the Eight, Super Eight, and Twelve, all of which were available in a tremendous variety of body styles and configurations, including the formal sedan, body style number 1404, offered here.

Though the Junior Packards of the era helped usher the company through the Great Depression, those who could afford the more luxurious eight-cylinder Senior Packards were treated to the 385-cubic-inch, 150-horsepower straight eight and a three-speed

synchronesh transmission. In no small part due to the reliable performance of this engine, the 14th Series cars remain as popular with collectors today.

The Super Eight is unquestionably one of the finest-driving pre-war Packards, with exceptional power and a superb level of luxury. In fact, very few pre-war automobiles offer the combination of luxury, elegance, and performance so perfectly as a Packard; this beautiful example is no exception. This car is nicely restored and presented in classic black paint with exceptional tan leather and cloth upholstery and accented with woodgrain dash and moldings. It is desirably equipped with wide whitewall tires, dual side-mount spare tires with metal covers, deluxe radio, glass divider window, trunk rack, and the iconic Cormorant hood ornament.

This CCCA Full Classic is an excellent candidate to use on CARavans or tours. Sure to attract attention anywhere it goes, this Packard offers a driving experience and pride of ownership that is hard to match at any price.



1919 WHITE MOUNTAIN BUS

456

Beautiful representation of a very rare and historic vehicle

Older, comprehensive restoration that presents well

Displayed at the Northeast Classic Car Museum for two decades

Full of charm and character; ideal for parades and promotion

The White brothers—Rollin, Windsor, and Walter—began producing steam-powered cars in 1900, and in 1910 began producing gasoline-powered engines. The White Motor Company ended car production after World War I to focus exclusively on commercial trucks and buses. The company soon sold 10 percent of all trucks made in the U.S.

The White Mountain buses were used for tours in the Western United States national parks. Several of these rugged buses were used in the Alaskan town of Skagway for tours, and refurbished White buses are now back in operation at Yellowstone National Park. They were also a popular choice for smaller state parks and resort operators. The high

stature and open-air seating arrangement made these magnificent machines an ideal choice for tours through Mother Nature's most beautiful landscapes.

The White Mountain Bus offered here is believed to have been used in the Catskill Mountain region of New York State. After receiving a comprehensive restoration, it has enjoyed the friendly confines of the Northeast Classic Car Museum for the past two decades, where it received the best of care and was enjoyed by thousands of curious visitors.

Riding on 36-inch wood-spoked wheels, this massive machine is full of character and possesses many charms, including the elaborate use of wood and the brass radiator shell and lights. This fantastic, well-kept piece of history would make an exciting addition to any collection or would make a great promotional and parade vehicle. These early Mountain busses are seldom offered for sale, presenting a rare opportunity to acquire a truly unique and interesting part of transportation and natural history.

CHASSIS NO. 117319

\$50,000 – \$75,000

OFFERED WITHOUT RESERVE



457

1941 PACKARD ONE-EIGHTY CUSTOM FORMAL SEDAN

COACHWORK BY ROLLSON

VEHICLE NO. 1432-2001

\$100,000 – \$150,000

The only example produced in 1941

Formerly owned by the Rockefeller estate

Extensively restored and beautifully presented

Classic Car Club of America (CCCA) Full Classic



Even today, the legendary name of Packard is synonymous with pre-war luxury. By 1941 Packard's exceptional collaborations with independent coachbuilders were beginning to come to an end, with demand falling off as highly luxurious factory-built automobiles became more readily available. The remaining few examples, including the superb automobile offered here, are consequently among the lowest production and most desirable offerings from the years immediately preceding World War II.

The stunning 1941 Packard One-Eighty Custom Formal Sedan offered here is said to have been ordered new for Alta Prentice, the favorite daughter of business magnate John D. Rockefeller by her husband, Ezra Parmalee Prentice. Mr. Prentice is said to have been fascinated with luxury automobiles. In fact, in their later years he ordered

two new coachbuilt automobiles every year. For the 1941 model year, he ordered a custom convertible sedan on a limousine chassis for himself and a 1432 Custom formal sedan on the Packard 1907 chassis for Alta. The car offered here is that stately example of fine Rollson coachwork.

Rollson Inc. of New York, established by the leaders of the similarly named but by then defunct Rollston, was a well-known coachbuilder who became recognized for low-production, high-quality custom bodies. Alta's 1907, equipped with custom coachwork in the 1432 body style, was the only one ordered for 1941 and bears the 2001 serial number, the starting number for that series. Given the end of the legendary Packard Twelve in 1939, the 138-inch-wheelbase car is powered by a 356-cubic-inch, 160-horsepower version of the standard Packard straight-eight motor, making it at least as powerful and significantly more reliable than the vaunted Twelve.

Alta must have loved the car, as she had it monogrammed with her initials on the right rear passenger door and kept it on the estate until her passing in 1962. In 1964, Winthrop Rockefeller, grandson of John D., formed the Museum of Automobiles in

Arkansas and included several of the cars on the Rockefeller estates. When Winthrop died in 1973, the museum was given to the State of Arkansas, and a number of cars were sold to the world-famous Harrah Collection. The Rockefeller Packards, including this car, went there and were part of the collection that was sold to Holiday Inn in the mid-1980s.

From that time until 2010, when the current owner bought Alta's Packard, previous owners are not known. The car went through an extensive frame-on restoration during the 2000s and ended up in New Zealand in an airplane-and-auto museum that specializes in Packards. Now, having returned to the United States, it is offered here for the first time since the storied Harrah sales. The Packard continues to present very nicely throughout, with its brilliant emerald-green paint, superb panel fit, and an excellent vinyl top. The interior is equally impressive, with supple green leather up front and tan cloth upholstery in the rear, along with excellent-quality fine wood trim on the doors and dash.

This unique coachbuilt Packard Custom formal sedan is sure to make a splash at any CCCA, Packard Club, or concours event in the country after appropriate preparation.





458

1960 CADILLAC SERIES 62 CONVERTIBLE

CHASSIS NO. **60F089761**

\$60,000 – \$70,000

Equipped with 345 hp, 390 cu. in. V-8 and automatic transmission

Features full-power accessories: windows, seat, steering, and brakes

One of Cadillac's most dramatic and elegant cars

Upon the release of Cadillac's sixth-generation Series 62 model, many would argue that it was among the most beautiful Cadillacs ever made. The car's iconic, accentuated tail fins followed by its dual bullet-style headlights made the car an instant hit among American motorists. The design ethos, as penned by then GM head of design Bill Mitchell, would mimic the American optimism for more grand cars. It was the Series 62 that would capture the elegance and prestige that the ostentatious and heavily chromed American cars of the '50s could only dream of.

This 1960 Cadillac Series 62 presents in good condition throughout. It was originally optioned as a Basic Group B car, featuring air-conditioning, wide whitewall tires, AM radio, heater, and EZ

eye-glass. According to ownership records, the car was previously registered in the State of Arizona. Afterwards, the Cadillac has been in the same family ownership since 1993. During the following 26-year tenure under the current custodian, the car has been well-kept and maintained.

In December 2018, the Series 62 received a major service, including the upgrade of a new carburetor, tires, weather stripping, front disc brakes, radiator hoses, exhaust, taillight lenses, and interior trim. The car was also upgraded to a new rear air-ride suspension setup. Furthermore, the Cadillac benefits from a new electronic ignition system, electric fuel pump, and Truespoke wire wheels. Included in the sale is the correct Rochester carburetor, air cleaner, drum brakes, original fuel pump, original wheels, hubcaps, and a spare set of brand-new AC wide whitewall tires.

Coming off a freshened paint job with new clear coat, as well as a new ivory convertible top, this Series 62 is ready to be enjoyed in premium comfort while attracting the attention it so rightfully deserves.



1927 LINCOLN MODEL L 'TWO-WINDOW' SEDAN

459

One of just 400 two-window Model L sedans produced

Attractive two-window design by LeBaron

**Exhaustive restoration to original,
documented in Torque magazine**

Eligible for all CCCA events and CARavans

An ideal vehicle to show and tour

During 1927, the number of engineering changes were more significant than at any other time during the ten-year production run of the Lincoln L-Series. Nineteen twenty-seven models were the first equipped with four-wheel brakes which Lincoln referred to as the "six brake system"—the four-wheel internal expanding brakes controlled by the foot and the two-wheel rear external contracting brakes controlled by hand. A new clutch design reduced inertia of the revolving parts to facilitate gear meshing. Finally, a "coincidental lock" was fitted as standard equipment. This combination steering wheel and ignition lock was Lincoln's early attempt at an anti-theft device.

The standard two-window, four-passenger sedan, Model 144-A, was actually a LeBaron design that was continued from 1926. Both Lincoln's own shops and

Murray built the bodies combining for 400 units in 1927. At \$5,000, this was a \$200 increase over the previous year. The rear quarter roof panels were leather-covered and fitted with landau irons for a luxurious touch.

This two-window sedan was purchased by the consignor in 1988, which began a 13-year search for correct parts in order to complete a proper restoration back to original. The Lincoln was the cover car and the subject of a multi-page feature story in the November-December 2016 issue of Torque—the Michigan Region CCCA magazine. It documents the consignor's initial search for a town car, the happenstance of his finding this car, and the journey in restoring the Lincoln to its original glory. A copy of the article is available for inspection and review.

The car was then exhibited at the 2011 Concours of America at St. Johns as well as the 2015 Michigan Region Grand Classic. It is finished in a lovely blue-and-black combination over an equally appealing blue leather interior with wood trim and cut bud vases in the rear passenger compartment. Outside are artillery wheels, an accessory trunk, and a rear-mounted spare. The Lincoln continues to present nicely and would be ideal for continued presentation as well as all CCCA events and CARavans.

CHASSIS NO. **43904**

\$40,000 – \$60,000

OFFERED WITHOUT RESERVE



460

1962 LINCOLN CONTINENTAL CONVERTIBLE

CHASSIS NO. **2Y86H420622**

\$40,000 – \$50,000

**Sensational combination of Bermuda
Blue over matching blue interior**

Equipped with correct 430 cu. in. V-8 engine

Standard-equipped with power amenities

**A sensational open example of the
celebrated 1960s Continental**

In 1961 Lincoln introduced a new version of the Continental, featuring elegantly squared low-riding coachwork with quad headlights and rear-hinged rear doors. The new Continental was an undeniable hit and would go on to be one of the most popular and celebrated Lincoln models of all time.

For 1962 the car was modified to be slightly lower and longer, with minor changes to the front trim. Standard features included power brakes, power steering, power windows, a radio with rear speaker, an electric clock, and folding center armrests. The engine compartment continued to offer a 430-cubic-inch V-8, which, in tandem with a single dual-throat carburetor and dual exhaust, was capable of developing 300 hp.

While a majority of the 1961 and '62 Continentals were bodied as sedans, a relatively small percentage of cars were finished as vinyl-upholstered convertibles whose power tops effortlessly retracted into the trunk. Convertible output accounted for just over 10 percent of total production for 1962, and the increasingly rare open car has come to be regarded as particularly desirable by today's collectors.

When acquired by the consignor in 2012, this fetching Continental convertible had reportedly been completely restored, including a refinish in its original color of Bermuda Blue metallic. It is fitted with a correct engine and three-speed automatic transmission, and features all the standard power amenities. Shod with proper whitewall tires, this fabulous open cruising machine would make a great entrant at local car shows and boulevard cruises, sure to catch the attention of any Lincoln enthusiast. Or the car may be driven on the open road, where the big-block V-8 and the automatically retractable top may be enjoyed to their fullest potential.



1937 PACKARD SUPER EIGHT CONVERTIBLE SEDAN

461

Recent full engine rebuild

Ideal CCCA CARavan candidate

Desirable body style

52,166 miles at time of cataloguing

Many consider Packard's Super Eight and Twelve cars from the mid to late '30s to be the finest automobiles ever produced by the Packard Motor Car Company. Certainly, it is true that the Senior cars represented the end of an era, as Packard would never again offer the exceptional quality of a hand-built Senior car.

The 15th Series of Packard cars proved to be worthy successors to those vaunted earlier offerings, with the 1937 models signaling the first major update to the Senior cars. Perhaps most important was the addition of independent front suspension, a fully modern system that utilized wishbones and coil springs, as well as the new 320-cubic-inch straight-eight engine. The results were dramatic, with lighter steering, a more supple ride, and better road-holding. In addition, there was the adoption of hydraulic brakes with centrifuse drums, which was a more reliable system that proved

much easier to maintain in peak operating condition. All things considered, the 15th Series Senior cars are among the most desirable to those who choose to enjoy their cars on the open road.

The Super Eight offered here is a five-passenger convertible sedan and has been built on the longest available 1502 model 139-inch wheelbase chassis. This body style, no. 1063, carried a sizeable price tag of \$3,350, which is reflected in the many opulent features found throughout the car, including covered dual side-mounted spares with mirrors, dual driving lights, Packard's traditional "Goddess of Speed" mascot, a rear-mounted folding trunk rack, and wonderfully rich wood trim to the interior. The Packard shows 56,661 miles at the time of cataloguing.

Fully restored, the car has benefitted from a recent full engine rebuild with receipts documenting a cost in excess of \$40,000. Finished in deep, rich black paint and accompanied by a tool kit and engine rebuild receipts, this car would be an ideal choice for bringing to AACA or CCCA showings or as a truly superb CARavan partner.

VEHICLE NO. **1063-280**

ENGINE NO. **401011 A**

BODY NO. **1063-9617**

\$80,000 – \$100,000



462

1932 CADILLAC 355-B V-8 STANDARD SEDAN

ENGINE NO. **1200791**
BODY NO. **215**

\$50,000 – \$60,000

Includes copy of original Cadillac build sheet

Rebuilt engine and electric fuel pump to enhance drivability

**Eligible for all Classic Car Club of
America events and CARavans**

An excellent driver-quality Cadillac ideal for touring

The early 1930s are considered by many the apogee of Cadillacs from the Classic Era. The Standard of the World was hardly an understatement among luxury marques with offerings of 134-, 140- and 143-inch wheelbases; bodies by Fisher and Fleetwood; three different engine configurations; and the more moderately priced LaSalle as part of its lineup. This was the beginning of a trend that eventually led to Cadillac's domination of the luxury car field. While the flagship V-12 and V-16 gathered all the fanfare, the V-8-powered models sold in steady numbers, helping Cadillac's bottom line during difficult economic times.

Nineteen thirty-two models continued the trend with softer, more rounded body lines, slightly smaller

dimensions, and a stronger family resemblance. Cadillac records note that this Cadillac was delivered to the renowned Don Lee Cadillac, San Francisco, California, on 8 December 1931. With a base price of \$2,895, this was the most prolific of Cadillac's models of the Series 355s, which were produced from 1931-1935.

According to the consignor, this five-passenger sedan retains its original sheet metal and it is evident that the car has been well cared for throughout its life. The car presents nicely in maroon over cream wire wheels with chromed wheel covers and whitewall tires. Included is a box of assorted spare parts, covers for the matching side-mounted spares, and a rear-mounted luggage rack. The interior is in very nice condition, having been reupholstered in attractive grey cloth. Upgrades to improve reliability and drivability include a rebuilt engine equipped with an electronic fuel pump. Along with a copy of the original build sheet and a list of work completed, the car includes a copy of the Cadillac-LaSalle Shop Manual and Service Information book.



1930 PACKARD CUSTOM EIGHT LIMOUSINE

463

Exceptional British-delivery Packard

Amazingly original inside and out

Fitted with optional dual side mounts

Includes luggage trunk with matching cases

As the follow-up to Packard's most successful year to date, Seventh-Series Packards were introduced on 29 August 1929. Attractive by any definition, they were lower with sleeker lines and fitted with the flowing front fenders that are now emblematic of the Classic Era. Most Seventh-Series Packards were production cars, but the catalogue included a wide range of custom bodies tailored to meet the demands and needs of their wealthy clientele. One of the body styles available was the Custom Eight limousine, body style 415, a fine example of which is offered here.

This incredible time-capsule Packard was ordered from Packard and delivered for final assembly to Leonard Williams and Co. of London, the Packard distributor for the whole of Britain. After appropriate modifications were made for the British market, the car then found its original owner, a Mr. William Selkirk, through the Williams dealership. Mr. Selkirk made his fortune in

copper mining and lived in an enormous estate 40 miles south of London called Colwood House. Selkirk and his beloved Packard would remain there until his death in 1960, with the original signed owner's manual, copies of his original registration book, and written correspondence documenting his 30-year history with the car. Since passing to the next British owner before crossing the Atlantic to the United States, the car has spent the following decades in long-term ownership in the care of three private collections.

Today the car presents in amazingly original condition. A right-hand-drive example, it still bears the signs of its time in Great Britain, including its trafficator turn signals and "Boa Constrictor" horn. The stunning burled-wood dash retains its Leonard Williams dealership plaque. This amazing Packard retains its original interior, which presents with a truly lovely patina. On the exterior, most of the original paint, original glass, and optional dual side-mount spare tires remain. Included with the car is an original accessory trunk with fitted luggage and an extensive history file, which documents the car from new.

Nineteen-thirty was an exceptional year for Packards, and the Custom Eight limousine offered here represents a unique and superbly original chance to understand why.

VEHICLE NO. **185012**

ENGINE NO. **185286**

\$40,000 – \$50,000

OFFERED WITHOUT RESERVE



464

1940 LINCOLN-ZEPHYR COUPE

CHASSIS NO. **H94301**

\$50,000 – \$75,000

OFFERED WITHOUT RESERVE

Exceptional example of art deco styling

Believed to have been formerly owned by Neil Young

Fresh restoration of an unmodified original car

The original Lincoln-Zephyr was introduced in late 1935 as a 1936 model, combining the aerodynamic efficiency of streamlined styling with an early form of unit body construction that reduced weight while enhancing rigidity. A style leader from the beginning, the original Zephyr featured a tall, prow-like grille for its first two years. A new nose appeared on the 1938 Zephyr, featuring a low-mounted, horizontal grille that would leave a lasting impression on automotive designers everywhere, and by 1940 many American cars were mimicking the late-'30s Zephyr front end.

Nineteen-forty was a transitional year for Lincoln, as the new and very exclusive Continental, based on the Zephyr chassis, went into production just as the last

of the huge Lincoln Model K super-luxury cars were delivered. Meanwhile, the 1940 Lincoln-Zephyr was a clean, beautifully detailed car that appeared to have evolved from the 1939 models; however, it was in fact an essentially all-new car. The new second-generation Zephyr continued the basic frontal design introduced in 1938, although the new low grille was larger and the headlamps mounted in the fenders. At the rear, the dramatic taper of earlier Zephyr bodies was replaced by a fuller design that allowed wider rear seating and added luggage space.

This exceptional V-12 Zephyr is the recipient of a freshly completed restoration and has only been driven test miles since its completion. Believed to have been formerly owned by music star Neil Young, it is finished strikingly in dark blue, contrasted with an elegant tan-colored mohair interior. A sparkling example of art deco design, this Zephyr has unique provenance to complement its restoration and would make a fine addition to any collection.



1957 MERCURY MONTCLAIR CONVERTIBLE

465

A classic '50s freeway cruiser

From the final year of Montclair production

Restored to period-correct color scheme

The production version of the Mercury Montclair was a full-size automobile produced by the Mercury Division of the Ford Motor Company from 1955 to 1957. Its appearance followed the concept show car in 1954 called the Mercury XM-800, which would go on to become a design phenomenon. The Montclair name was introduced in 1955 and applied to Mercury's premium automobile line, though by 1957 that honor belonged to the Turnpike Cruiser, with the Montclair receiving mid-range appointments. Even in its position in the middle of the Mercury lineup, it was clearly a classic in the making, and one that proved extremely popular with people of means.

Offered here, this Montclair convertible was the culmination of a lifelong dream of the owner. Mark

Thomas's father had purchased a brand-new Montclair in 1957, and, as is often the case with special cars, the Mercury burned itself into his memory. Mr. Thomas remembers that his father's Montclair was the nicest car in his hometown of Clintonville, Wisconsin. However, as much as he wanted to, he was never allowed to drive the car. It had since been a lifelong dream to find one, and as soon as he was able, Mr. Thomas sought an appropriate Montclair in order to fulfill that unrequited love he had had as a teenager.

This example was purchased from a collector in Virginia Beach, Virginia. It was beautifully restored to showroom condition by its previous owners, and it remains in superb condition to this day. Presented here in classic white with an exceptional black-and-white interior with a white convertible top, the car is an ideal addition to any mid-century collection and is sure to provide countless miles of true driving satisfaction, just as it did for the consignor.

CHASSIS NO. 57ME67991M

\$37,500 – \$45,000

OFFERED WITHOUT RESERVE



466

1941 FORD DELUXE FIVE-WINDOW BUSINESS COUPE

CHASSIS NO. **1GA-28454**

\$25,000 – \$30,000

OFFERED WITHOUT RESERVE

An original, unmolested survivor from 1941

Showing 39,000 miles, believed to be correct

Rarer of the two Business Coupe models with jump seats

**Original tools and jack as well as the
burlap storage bag as delivered**

Serviced with new brakes, rebuilt carburetor, and fuel pump

Replacing Ford's Standard models for 1941 was the new DeLuxe Series, which became the mid-range between the also-new Super DeLuxe and the base model Specials. While bodies were the same, trim levels varied. Both three-passenger and five-passenger DeLuxe 'five-window' coupes were available, denoted as Type 77-A and Type 67-A for the three- and five-passenger models, respectively. Just \$20 separated the cost of the two models; the three-seater was \$730, and the jump seat version was \$750. While Ford built 33,598 of the three-passenger cars, just 12,844 cars with the auxiliary seats, like this example, were produced.

Finished in Lochaven Green, this six-cylinder-equipped coupe is totally original and unrestored from new. The six-cylinder engine, Ford's first since the Model K, was a \$15 delete option offered to economy-minded customers. The L-head unit offers 90 hp, ironically the same as Ford's famous flathead V-8. The odometer shows just 39,000 miles and, judging from the overall condition of the car, appears to be correct.

The interior shows very little wear and no tears, as the seats have been covered until recently. The interior headliner, seat fabric, and door panels are in remarkable condition. In the trunk you will find the original tools and jack, as well as the burlap storage bag as delivered. Overall, the vehicle exhibits a patina that can only be found in an original and unmolested vehicle.

Originally a Midwestern car, it has recently come from long-term storage, and prior to the sale, it has been fitted with new brakes, along with a rebuilt carburetor and fuel pump. Says the consigner, "It runs and drives like a dream." Such is this rarely seen and unusual pre-war survivor Ford DeLuxe Business coupe.



1956 BUICK SPECIAL RIVIERA

467

51,000 miles from new, believed to be correct

**Recently serviced, including brakes,
by Robinson Restorations**

Described as a high-quality driver in excellent condition

Fitted with Diamondback radials and NOS Buick wheel covers

For 1956, Buick ads boldly proclaimed, “The Hottest Buick in History” and the “thrill of the year.” The 236 hp, 322 cu. in. V-8, in combination with a new and improved Variable Pitch Dynaflo automatic transmission, slashed acceleration times. Zero-to-sixty times were less than ten seconds in Centurys—quite a performer for the era. Even the California Highway Patrol recognized Buick’s performance, ordering 270 Century two-door sedans for its troopers. Buick earned two NASCAR victories for the year and achieved 3rd place in industry sales—overall, quite a year for Buick.

This Special Riviera coupe, model 46-R, is finished in a striking combination of Seminole Red and Carlsbad Black. This was Buick’s most popular

car for 1956, with 113,861 sales. Built in GM’s Framingham, Massachusetts, plant, it is equipped with the three-speed manual transmission—which, according to the consignor, is one of just 3 percent of production so equipped. It was repainted at some time, and the paint was blended with that under the hood and in the door jams, which remain original. Seat upholstery, too, was redone, while the headliner, door panels, and kick panels are untouched.

The consignor describes the car to be in pristine condition, having no rust or patches, and its chassis as flawless. The odometer shows 51,000 miles and is thought to be correct. Robinson Restorations of Limerick Township, Pennsylvania, has recently replaced the brakes, and the fuel pump, water pump, and carburetor have been rebuilt. Diamondback radials are fitted for enhanced drivability and the distinctive Buick wheel covers replaced with NOS originals.

In all, this is a very nice, high-quality driver automobile, proudly described by the consignor as a “no-excuses car that presents beautifully.”

CHASSIS NO. **4C7019704**

\$35,000 – \$45,000

OFFERED WITHOUT RESERVE

ACKNOWLEDGMENTS

SPECIAL THANK-YOU

Antique Automobile Club of America (AACAA)	Steve Moskowitz
Auburn Cord Duesenberg Automobile Museum	Jim O'Brien
Auburn Cord Duesenberg Club	Tim Ohlendorf
Benson Ford Research Center	Packards Online
Chris Charlton	Joe Puleo
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GM Historical Services	Fran Roxas
David Greenlees	David Schultz
Mike Huffman	Jonathan Sierakowski
Carl Jensen	The Stanley Register
Charles LeMaitre	Stone Barn Auto Restorations
Don Lyons	Andy Swift
Donald Mayoras	Linus Tremaine
Mercedes-Benz Classic	Brian White
Milburn Electric Registry	

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Erik Fuller	David McNeese	Motorcar Studios
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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.

ADMINISTRATION CONTACT INFORMATION



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BIDDING INCREMENTS

Under normal circumstances, the auction estimate of the lots being auctioned off will determine the minimum increment the auctioneer will accept according to the following schedule. Please note that due to the nature of a live auction, it is at the auctioneer's sole discretion to accept bids outside of what is being asked for during the live auction.

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

REMOVAL OF PURCHASED LOTS

All purchased lots must be removed from the auction site by the next business day by three PM (3:00 p.m. EST) ("**Removal Deadline**"). If the lot is not removed by the 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.

TRANSPORTATION CONTACT INFORMATION



MIKE
BRABLEC

t: +1 519 436 8765
mbrablec@rmsothebys.com



DONNA
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t: +1 519 352 4575
dtomlinson@rmsothebys.com

INSURANCE

RM's official insurance partner is Hagerty, the global leader in classic car insurance. Hagerty representatives will be available onsite for assistance. For more information, please contact:

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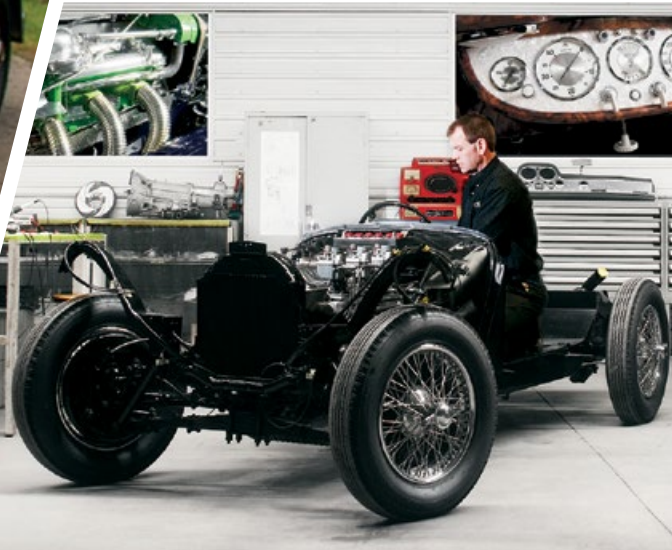
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his Packard was judged Best in Class and nominated for
Best of Show at the 2017 Pebble Beach Concours d'Elegance



Restoration

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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



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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

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- 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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Lot 405 | 1915 Stutz Model 4F Bearcat
Offered from the Complete Collection of John Muckel

FRIDAY



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