



EVENT INFORMATION

AUCTION

Saturday, September 20 10:00am-5:00pm

VIEWING HOURS

Friday, September 19 9:00am-5:00pm Saturday, September 20 9:00am-5:00pm

ADMITTANCE

Admittance – \$40, Friday only
Access on Saturday is open to Registered Bidders only
Credit card only

AUCTION & VIEWING LOCATION

2842 Temple Ave Long Beach, CA 90806

MAILING ADDRESS

Gooding Christie's 1517 20th Street Santa Monica, CA 90404

BIDDER REGISTRATION PACKAGE

\$200, includes admission for two to the viewing and auction with two reserved seats, subject to availability. Submit your Bidder Registration Application online at goodingco.com/register.

BUYER'S PREMIUM

In addition to the final bid price, the Buyer is required to pay Gooding Christie's a percentage of the final bid price, the Buyer's Premium. This Auction will have the following Buyer's Premiums:

- For **Vehicle Lots**: (a) For a final bid price of \$250,000 and below, Gooding Christie's will receive a Buyer's Premium of 12% of the final bid price; and (b) for a final bid price of above \$250,000, Gooding Christie's will receive a Buyer's Premium of 12% on the first \$250,000 and 10% on the remainder of the final bid price.
- For **Automobilia Lots**: Gooding Christie's will receive a Buyer's Premium of 25% of the final bid price.

ONLINE BIDDING

Gooding Christie's is pleased to offer online bidding on select lots bearing the & icon. To learn more, visit bid.goodingco.com or scan the QR code to download our iOS or Android app.



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GOODINGCHRISTIE'S

IMPORTANT NOTICES

Please read the Conditions of Sale at the end of this Auction catalogue for the full terms and conditions of sale. Each capitalized term used but not defined below will have the meaning assigned in the Conditions of Sale.

REGISTERING TO BID

Prospective bidders may submit a written Bidder Registration Application or Telephone and Absentee Bidder Registration Application (1) by mail, (2) by email to bidders@goodingco.com, (3) by fax to 310.526.6594, (4) on-site at a Gooding Christie's auction event, or (5) through online bidder registration available at goodingco.com or through Gooding Christie's mobile apps for iOS and Android. After submitting your application, a Gooding Christie's representative will contact you to finalize your registration.

Prospective bidders will be required to complete and execute the applicable registration application forms, provide identification (Driver's License or Passport for individuals and corporate documentation for companies), and provide an original Bank Letter of Guarantee or other form of proof of ability to pay for purchases, in either case, in an amount and in a form acceptable to Gooding Christie's in its sole discretion (the "Guarantee").

Prospective bidders authorize the release of financial information to Gooding Christie's for the purposes of verifying ability to pay for purchases.

Please ensure that Gooding receives your completed bidder registration form and Guarantee no later than 24 hours before the start of the Auction session in which you wish to bid.

For more information about bidding or registration, please visit goodingco.com/register or email bidders@goodingco.com.

INSPECTION OF LOTS

As explained more fully in the Conditions of Sale, bidders are provided an opportunity to inspect all Lots prior to bidding and are invited and strongly encouraged to conduct, and must solely rely upon, their own independent inspection and examination of any Lot and all matters relating thereto before placing any bid. For assistance in inspecting any Lot – including assistance in moving any Lot or in raising any Vehicle to conduct an underside inspection – please contact clientservices@goodingco.com.

BIDDING IN THE ROOM

While prospective bidders may register to bid in the room prior to the Auction and during viewing hours, it is recommended that registration be completed prior to arriving at the Auction site.

For bidders whose registrations have been completed and accepted by Gooding Christie's, bidder paddles will be available for collection at the Registration Desk at the front of the Auction venue during viewing hours and the Auction.

Each bidder is personally responsible for any use of the paddle provided to such respective bidder for purposes of identification, and each bidder agrees that it is personally liable for the full Purchase Price (as defined in the Conditions of Sale) if the paddle is used in bidding on any lot whether by the respective bidder or by any other person.

Each bidder, Buyer, attendee or participant by entering the Auction site agrees to comply with all applicable policies and procedures Gooding Christie's may communicate from time to time, including without limitation any posted signage pertaining to safety, health or other requirements.

ADDITIONAL FEES

Buyer's Premium

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The Buyer is responsible for all applicable state and local sales and/or use taxes, duties, tariffs, and license fees on any lot purchased. If Gooding Christie's is required to collect sales tax on any lot purchased, Gooding will outline that additional tax on the invoice. If Gooding Christie's is not required to collect sales tax, the Buyer may be required to pay taxes directly to the state or local tax authority. For more information we recommend that you consult with your tax advisor.

PAYMENT

Payment of the full Purchase Price must be received by Gooding Christie's by 5:00pm Pacific Time on Wednesday, September 24, 2025.

LOT REMOVAL AND STORAGE

The Buyer must make immediate arrangements for the collection and transport of all purchased lots. All lots must be removed from the Auction site at Buyer's risk and expense no later than 5:00pm Pacific Time on Friday, September 26, 2025. Please contact clientservices@goodingco.com for assistance in making removal arrangements.

The Buyer is solely responsible for making arrangements for the collection and transport of any purchased lot, but Gooding Christie's offers Buyers the following referrals for vehicle transportation:

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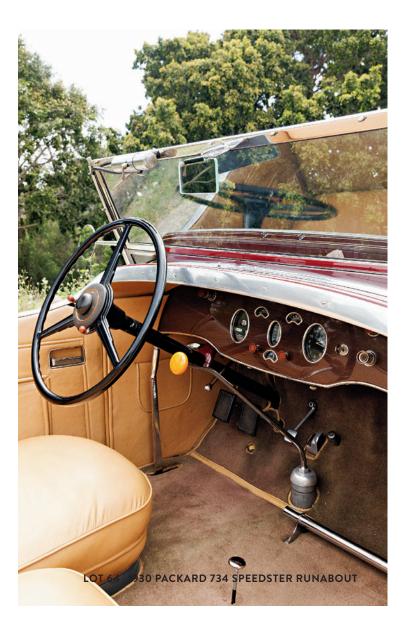
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Any lot not removed by Friday, September 26, 2025, will be assessed a storage fee of up to \$50 per day in addition to a fee for removal from the Auction site. Buyer hereby grants Gooding Christie's an irrevocable power of attorney to remove and store purchased lots at a third-party or other warehouse at Buyer's risk and expense.

NO PHOTOGRAPHY

Gooding Christie's does not permit any photography, audio, video, or other recording or broadcast of any kind inside any bidding space without an official Gooding Christie's-issued press pass and an executed photography and video agreement, and any photography, audio, video, or other recording captured outside the bidding space is solely for personal use and shall not be redistributed or rebroadcast in any medium, nor used for any commercial purpose.





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WELCOME FROM GOODING CHRISTIE'S

first met Stan Lucas in 1984 at one of the historic auctions of Harrah's Auto Collection. He cut a distinctive figure – solitary and tall, in his trademark straw hat – meticulously examining the cars most people passed over completely. The collecting world took notice when Stan paid new world record prices for the 1925 Doble and the 1911 Winton Touring at the very same auction, and which we now present here 41 years later. This was Stan's style – to buy what he wanted for as much as he could afford at the time, with no regard for whether or not it was a "good investment." Of course, many of his cars turned out to be great investments, but that was not the point.

This philosophy cultivated a world-class collection filled with hand-picked examples of the best prewar marques including Simplex, Duesenberg, Packard, Stanley, Stutz, Mercer, and of course Doble. In over six decades of collecting, Stan proudly proclaimed his resolve to "never sell" any of his beloved cars, making this historic auction, which commemorates an exceptional man and collection, ever more the unforgettable occasion.

For those of you unable to attend our live auction in Long Beach, remote bidding capabilities are available via our bespoke digital auction platform, mobile app, or through the telephone. The entire catalogue for the auction, consisting of robust lot descriptions and extensive image galleries, can be found on our website, goodingco.com. We thank you all for joining us for this historic auction event, and remain at your disposal should you need guidance or assistance at any point throughout the sale.



Happy Motoring,

David Gooding

THE STAN LUCAS COLLECTION

From a turkey farm in California's Gold Country, to the beaches of Los Angeles, to the deserts of Nevada and far beyond, Stanley Howard Lucas left an indelible mark on the world.

Born in December 1938 to Leslie and Amy Lucas, Stan was a quiet, headstrong middle child who preferred comic books and toy trains over farm chores. His passion for vintage automobiles began early. "I drove a 1920 Dodge to school in the seventh grade," he once recalled of his rural upbringing in Clements, California.

After earning a degree in mechanical engineering from UC Berkeley in 1962, Stan embarked on a life of wide-ranging pursuits. He traveled to New Zealand, briefly worked in the defense industry, and taught physics and math at Pacific States University. But ultimately, he found his true calling in entrepreneurship.

Stan's ventures were as diverse as his interests. They included The New US Golf Inc.; the brassiere manufacturer Form O-Uth Manufacturing Co. Inc.; and the antique mall Pieces of the Past. In one early enterprise, he collected coins from laundry machines he owned in apartment buildings – lugging away coffee cans filled with \$75 in quarters, a satisfying haul in those early days.

In 1976, Stan began acquiring industrial real estate in Southern California, later expanding into the design, construction, and management of multi-tenant buildings. Most recently, he had been developing residential communities in Northern Nevada, with plans underway for 5,200 homes, along with roads and commercial infrastructure.

But it was Lucas Automotive Engineering – founded in 1957 – that brought together Stan's entrepreneurial spirit and his lifelong passion for car collecting. The company began by producing explosion whistles and steering wheels for early Fords, and eventually became a global leader in manufacturing rare, hard-to-find tires for antique automobiles.

His automobile collection, assembled over the past four decades, features standout Brass Era automobiles, including a 50 HP Simplex, Mercer Raceabout, Stutz Bulldog, and Oldsmobile Limited – alongside magnificent American and European classics from legendary marques like Bentley, Duesenberg, Hispano-Suiza, and Packard. He also collected examples from obscure marques like McFarlan, Stevens-Duryea, and Wills Sainte Claire, which he admired for their individuality and dedication to engineering quality. Stan and his team also became renowned for their restoration work on steam-powered vehicles, including miniature trains, steamboats, and a world-class collection of Stanley,





White, and Doble steam cars – vehicles that have inspired awe among steam enthusiasts worldwide.

He proudly exhibited his magnificent gas and steam-powered cars at events ranging from the prestigious Pebble Beach Concours d'Elegance® to local events, like Pasadena's Rose Parade and the Horseless Carriage Club's Holiday Motor Excursion.

Stan appreciated cars in any condition: from derelict projects and charming, unrestored survivors to the finest Pebble Beach-winning restorations. Above all, he prized provenance. He sought out vehicles once owned by the pioneers of car collecting – Bill Harrah, D. Cameron Peck, Bill Pettit, Ben Moser, Matt Browning, Sam Scher, Richard C. Paine Jr., Alec Ulmann, James Melton, A.K. Miller, and Willet Brown. He admired their foresight and understood the significance of preserving these remarkable machines, which he saw as mechanical marvels and testaments to ingenuity.

Beyond the cars offered in today's auction, Stan generously gifted several prized vehicles to close friends and museums. One of his most cherished automobiles, the one-of-a-kind 1928 Lincoln Model L LeBaron Aero Phaeton, now holds pride of place at the Lincoln Motor Car Heritage Museum.

When asked which car was his favorite, Stan would reply, "The next one I buy." A voracious bidder and passionate buyer, he acquired many of his finest vehicles at auction. In the 1990s, he was a familiar face at Christie's Pebble Beach and Tarrytown, New York sales. In the 2000s, he became a devoted patron of Gooding & Company, purchasing standout cars from the Otis Chandler and Carl J. Schmitt collections. His two most recent acquisitions – a magnificent Duesenberg Model J Murphy Roadster and a Packard 734 Speedster – were purchased in 2024 at the Pebble Beach Auctions.

It is only fitting that Gooding Christie's now presents The Stan Lucas Collection, live from his beloved Long Beach, California garage.

A consummate collector, Stan's interests extended well beyond automobiles. He amassed antique farm equipment, curated an enviable library on transportation and world history, and surrounded himself with an eclectic mix of bells and whistles – quite literally. He truly had it all.

Stan Lucas passed away peacefully at his home in Venice, California, on January 11, 2025. His legacy endures through the countless enthusiasts he inspired, the remarkable vehicles he preserved, and Lucas Classic Tires, which will continue serving the vintage car community he loved so deeply.





LARGE VERTICAL FIRESTONE SIGN

\$1,000-\$1,500 without reserve

AUTOMOBILIA

Large vertical Firestone sign with wooden frame. Dimensions: 20.5 x 98 in.

> **GOODYEAR SERVICE STATION** GOOD WEAR SIGN 🧣





\$1,000-\$2,000 without reserve AUTOMOBILIA

Single-sided sign depicting Goodyear balloon tire surrounding the globe. Dimensions: 24 x 72 in.



\$2,500-\$5,000 without reserve

AUTOMOBILIA

Assorted car club badges, including AAA and AACA. Two sets of 1914 California license plates. Four Brass Era steering wheels, including Neville-type "Fat Man" steering wheel (not illustrated). The display case is not included in this Lot.

ASSORTED TESTOPHONE HORNS, GABRIEL HORNS, AND EXHAUST WHISTLES





\$10,000-\$15,000 without reserve

AUTOMOBILIA

Assorted multi-tube Testophone horns, Gabriel horns of varying sizes, and an Aermore Exhaust Whistles advertising display. The display cases are not included in this Lot.



"SETTING THE PACE" OLDSMOBILE LIMITED PRINT BY WILLIAM HARNDEN FOSTER



\$5,000-\$10,000 without reserve

AUTOMOBILIA

Exciting print produced circa 1913 by the Meyercord Company, depicting an Oldsmobile Limited racing a train through New York. One of 250 prints, many of which were gifted to Oldsmobile dealerships around the country. Dimensions: 37.5 x 26.5 in.



ASSORTED HIT-AND-MISS STATIONARY ENGINES



\$4,000-\$8,000 without reserve

AUTOMOBILIA

A group of hit-and-miss stationary engines with wooden rolling and stationary stands. Manufacturers include R.A. Lister & Co. Ltd. and Fairbanks Morse & Co.

LARGE ILLUMINATED FIRESTONE TIRES SIGN



\$5,000-\$10,000 without reserve

AUTOMOBILIA

Large, horizontal, double-sided sign featuring dozens of lightbulbs which illuminate in a pattern.

Dimensions: 43 x 72 in.



LARGE STATIONARY SANDOW HIT-AND-MISS ENGINE



\$2,500-\$5,000 without reserve

AUTOMOBILIA

Large, stationary Sandow hit-and-miss engine, mounted on a wooden base.

PAIR OF DOUBLE-SIDED MICHELIN SIGNS



AIRPLANE PROPELLER







\$1,000-\$3,000 without reserve

AUTOMOBILIA

Two double-sided Michelin signs, one blue and one red, depicting the company's mascot, Bibendum, riding a bicycle and being chased by a tire. Dimensions: each 27 x 32 in.

LARGE VERTICAL FIRESTONE SIGN



\$1,000-\$3,000 without reserve

AUTOMOBILIA

Wooden airplane propeller, mounted on wood backing. Metal guards are affixed to propeller blades with screws.

Dimensions: 101 x 9 in.

ASSORTED MAGNETOS





\$500-\$1,500 without reserve

AUTOMOBILIA

Large vertical Firestone sign, circa 1960s. Dimensions: 73 x 16 in.



\$3,000-\$6,000 without reserve

AUTOMOBILIA

Assorted magnetos for four- and six-cylinder automobiles, as well as a Splitdorf Laboratory wooden coil box. The display case is not included in this Lot.

GOODYEAR SERVICE STATION SIGN



\$1,000-\$2,500 without reserve

AUTOMOBILIA

Double-sided sign depicting Goodyear tire, mounted on painted wooden base. Dimensions: 27 x 20 in.

HALL-SCOTT DEFENDER PT BOAT ENGINE



\$2,500-\$5,000 without reserve

AUTOMOBILIA

A 12-cylinder Hall-Scott Defender PT boat engine, circa 1937. Dimensions: 90 x 44 x 60 in.

ASSORTED BRASS HEADLAMPS AND SNAKE HORN



\$4,000-\$8,000 without reservee

AUTOMOBILIA

Assorted brass headlamps by various manufacturers, including Rushmore and Dietz. This Lot also includes a large snake horn, mounted on a circular display stand. The snake horn is missing its rubber bulb. The display case is not included in this Lot.



ASSORTED RUBBER TIRE ASHTRAYS



\$1,000-\$2,000 without reserve

AUTOMOBILIA

An assorted selection of advertising ashtrays featuring notable tire brands, including Firestone and BF Goodrich. Accompanied by two original Firestone cardboard boxes. The display case is not included in this Lot.

FIRESTONE TIRE SIGN



DOBLE CONDENSOR SHELL, MURPHY HEADLIGHTS, AND FRAMED PHOTOGRAPHS



18



\$1,500-\$2,500 without reserve AUTOMOBILIA

Double-sided Firestone tire sign, with treaded tire graphic. Dimensions: 36 x 29 in.



\$5,000-\$10,000 without reserve

AUTOMOBILIA

Doble condensor shell and Murphy headlamps, mounted on a wooden base. Lot also includes framed, black and white archival photographs.

AIRPLANE PROPELLER



FIRESTONE TIRES AND AUTO SUPPLIES STANDING SIGN 🧣





\$500-\$1,000 without reserve

AUTOMOBILIA

Double-sided sign mounted on pole with circular metal base. Dimensions: 30 x 60 x 23 in.





\$1,000-\$3,000 without reserve AUTOMOBILIA

Wooden airplane propeller, mounted on wood backing. Dimensions: 100 x 24 in.

ASSORTED STEAM ENGINE SCALE MODELS









\$5,000-\$10,000 without reserve AUTOMOBILIA

A collection of approximately 40 pressed-steel and cast steam engine models, including examples by Elektro, Mamod, and Stuart Turner Ltd. The cabinets are not included in this Lot.

\$10,000-\$15,000 without reserve
AUTOMOBILIA

An extensive collection of over 35,000 photographs of automotive accidents. The photographs were taken between the 1940s and 1978 in the Pacific Northwest by tow truck recovery driver Jack Bullard of Shadow Towing. Considered the "Weegee of the Northwest," Bullard documented crash scenes for the police, insurance companies, and the press. The collection includes log books and the copyright.















\$20,000-\$40,000 without reserve AUTOMOBILIA

Raised in Pasadena, California, Strother MacMinn developed a friendship with designer Franklin Q. Hershey of the Walter M. Murphy Company. When Hershey moved on to General Motors, MacMinn secured his first design job at Buick's Art and Colour Section. This marked the beginning of an illustrious career in design, teaching at ArtCenter College of Design, writing for Automobile Quarterly, and judging at the Pebble Beach Concours d'Elegance®.

This archive was assembled by MacMinn and includes numerous envelopes addressed to his Pasadena home. Among the contents are thousands of original photographs and negatives of vintage, racing, and concept cars, along with hundreds of Federal Standard paint samples, as well as syllabus plans, reference materials and various correspondence from the estate of the late Strother MacMinn.

\$25,000-\$50,000 without reserve

Assorted Doble spares including one radiator, various boiler and engine components, hardware, and wood casting patterns from the Doble factory.









\$400-\$800 without reserve **AUTOMOBILIA**

A bicycle custom fitted with steam engine components and controls, equipped with Schwinn saddle.





\$35.000-\$45.000 without reserve ENGINE NO. BH 241188

Karl Benz was awarded the German patent in 1886 for the first vehicle to be propelled by a motor. While the original Patent-Motorwagen is retained by Mercedes-Benz, beginning in 1986, the British firm John Bentley & Sons Engineering Ltd. built a series of recreations, the most authentic replicas of their kind. This example joined the Stan Lucas Collection in August 2000 from prominent car collector Barry G. Hon of Dana Point, California. Representing an important milestone of automotive engineering, this fine example provides an opportunity to acquire a piece of early motoring history.



A Functional, Precise Replica of the First Patented Automobile

Exhibits Mechanical Design Principles Still in Use Today

An Essential Part of Any Mercedes-Benz or Historical Collection

SPECIFICATIONS

954 CC Horizontal Single-Cylinder Engine

Sleeve-Valve Evaporative Carburetor

Variable-Torque, Belt-Drive, Single-Speed Transmission



\$25,000-\$35,000 without reserve

CHASSIS NO. TC7621 | ENGINE NO. XPAG 7714

Debuting in 1946, the sprightly MG TC appeared in time for many American servicemen returning from WWII to ship one home - introducing much of the US to the concept of the sports car. The TC's inspired proportions and timeless design are perfectly exemplified here by this attractive red over black example. According to the MG Car Club T Register, this TC was completed on January 13, 1949 as an export model and it retains its original XPAG engine. Registrations on file document that by 1979 the MG was in California, and by 1983 it had been purchased by Stan Lucas, who had always wanted a TC after seeing one in his early years. Offering classic sports car fun at an approachable price point, this MG would make a smile-inducing addition to any collection.

HIGHLIGHTS

The Only Postwar Automobile in the Stan Lucas Collection

Finished in Classic Red over Black Color Combination

An Iconic and Important Piece of Sports Car History

SPECIFICATIONS

4-Speed Manual Gearbox

1.250 CC OHV Inline 4-Cylinder Engine 55 BHP at 5,200 RPM

Dodge Brothers Production

Features Advanced 12-Volt Electrical System

Authentic Black Finish with Patinated Leather Interior



1915 DODGE 30-35 TOURING

\$10.000-\$15.000 without reserve

CHASSIS NO. 19109 | ENGINE NO. 69

A landmark of early American motoring, this 1915 Dodge 30-35 Touring is a fine example of the Dodge Brothers' first production model, introduced just months after their debut. Priced at \$790, it set a record with 45,000 units sold in its first year and quickly earned a reputation for quality and innovation. Finished in black with red snap-ring wire wheels and a beautifully patinated leather interior, this well-preserved example exudes authentic period charm.

Acquired by Mr. Lucas at the Bonneville Speedway Museum auction in June 1999, this car has been shown and toured at various HCCA events throughout its recent history, and is an ideal candidate for continued enjoyment or thoughtful preservation in any early American automobile collection.

Among the Earliest

Cars Ever Built

HIGHLIGHTS

212 CID Inline 4-Cylinder Engine

Estimated 35 BHP at 2.000 RPM 3-Speed Manual Gearbox

SPECIFICATIONS









\$25,000-\$50,000 without reserve

CHASSIS NO. 1971 ENGINE NO. 3146

Childe Harold Wills, the skilled metallurgist behind the Model T Ford, left Ford in 1919 and established his own factory in Marysville, Michigan. From 1921 to 1927, he produced the Wills Sainte Claire, a car celebrated for its impeccable workmanship and elegant engineering. His original A-68 model featured an advanced overhead-cam V-8 engine, modeled after WWI-era Hispano-Suiza aero engines. Despite its technological excellence, Wills' perfectionism and the car's high cost limited its sales, leading to its replacement by a more conventional inline-six model.

This A-68 joined Bill Pettit's Museum of Motoring Memories in Natural Bridge, Virginia during the 1950s, was rebuilt in 1957, and driven in the prestigious Glidden Tour. An admirer of this idiosyncratic marque, Stan Lucas acquired the Wills from the Pettit collection at the Christie's Tarrytown auction in 1998 and has treasured it since. Aside from a repaint and new canvas top, it remains largely original.

HIGHLIGHTS

The Definitive Wills Sainte Claire Featuring V-8 Engine and Roadster Coachwork

Formerly Part of Pettit's Museum of Motoring Memories in Natural Bridge, Virginia

Preserved in Largely Original,

Unrestored Condition

SPECIFICATIONS

67 HP at 2,800 RPM

265 CID SOHC V-8 Engine 3-Speed Manual Gearbox

> Rare and Coveted Early Buick Model

This Buick Model C can boast 120 years of existence - and, it is believed, has had only three owners. The first owner retained the Model C until

just after WWII, when it was acquired by Douglas and Warwick Eastwood, the well-known car-collecting brothers based in Los Angeles.

A two-year restoration was undertaken, and from 1948 onward, the Buick served the Eastwoods as a reliable mount for HCCA events - for the next 70 years. During that time, its engine was rebuilt twice. In the late 1960s, a 1909 rear axle was installed to improve braking. Later, the car passed to Douglas Eastwood's son, Pete, and in 2016, it was acquired by Stan Lucas.

A wonderful and exceedingly rare example of the model, this is an easily trailable tour car, which has long been part of the HCCA West Coast scene.

HIGHLIGHTS

Three Owners from New: Believed to Have Resided in Southern California Its Entire Life Regular West Coast HCCA Tour Car

SPECIFICATIONS

159 CID Inline 2-Cylinder Engine 22 HP at 1,200 RPM 2-Speed Planetary Transmission











1921 MERCER SERIES 5 RACEABOUT

\$300,000-\$400,000 without reserve

CHASSIS NO. 15810 ENGINE NO. 6138

Following Finley R. Porter's brilliant T-head engine design, which was produced from 1911 through 1914, Mercer's second generation of motorcars transitioned to a long-stroke L-head engine designed by Erik Delling. This highly successful, all-new Series 5 chassis continued in the tradition of the already legendary early Mercer cars. Series 5 Raceabouts featured staggered semi-bucket seats in the low-slung cockpit, a full-width, raked windshield, and clamshell fenders, which were part of the Delling design package. It continued with only minor changes from 1915 until 1923.

Presented here is a Raceabout that retains all the flavor and excitement for which Mercer automobiles are famed. It was first owned by Farnsworth Chatfield Taylor, the scion of a wealthy East Coast family. Displeased with his adolescent-like antics, Farnsworth's mother confiscated the car from her son in 1926 and sold it to local Long Island friends, the Libaire family. It remained in constant service with three generations of Libaires throughout their 84-year tenure with the car.

This truly gorgeous Mercer was mechanically rebuilt by specialist Karl Pauswewang in the 1930s. It was part of New York's burgeoning vintage car-collecting movement that sprang up in the late 1930s and culminated in the New York World's Fair auto exhibit in 1940 – where the Mercer was displayed. After WWII, the Mercer was a familiar sight at car meets, rallies and tours on the roads of Long

HIGHLIGHTS

Held in Continuous Family Ownership from 1926 to 2010 A Three-Owner, 104-Year-Old Automobile Never Comprehensively Restored Veteran of Countless Shows and Rallies A Truly Legendary Example of the Venerable L-Head Mercer

SPECIFICATIONS

298 CID Inline 4-Cylinder L-Head Engine
72 HP at 2,000 RPM
Single Ball & Ball Updraft Carburetor
4-Speed Manual Gearbox
Single Foot Brake on Driveshaft with Internal-Expanding Hand Brakes on

Front Beam Axle with Semi-Elliptical Leaf Springs Rear Live Axle with Semi-Elliptical Leaf Springs



PROVENANCE

Farnsworth Chatfield Taylor, Long Island, New York (acquired new in 1921) The Libaire Family (acquired from the above in 1926) Stan Lucas (acquired from the above in 2010)



Island and surrounding areas, driven whenever possible with verve – and nerve.

This Series 5 Raceabout has never been fully restored, but was maintained for many years by the famous Charlie Stich at his garage in New York City – an early gathering spot for sports car enthusiasts of the time. While the fenders were painted sometime in the 1950s, its overall originality remains so impressive that it received the Fédération Internationale des Véhicules Anciens (FIVA) Cup for Best Original Car at the 2010 Hilton Head Concours d'Elegance. Decades of spirited use eventually necessitated the replacement of the engine block with a new and correct casting and new exhaust manifolds.

After more than eight decades of family ownership, John Libaire Jr. sold the Mercer to Stan Lucas in 2010, who became just its third owner, and it has been an important part of the Lucas collection in the years since, being driven and exhibited on occasion. From its earliest photographs, the Mercer has sported large, drum-style headlamps of a scale more commonly seen on a Locomobile or other similar Nickel Era automobiles. These lights, along with the aggressive rake of the windshield, have been synonymous with this Mercer for nearly a century. With its known provenance and extremely limited ownership roster, Gooding Christie's is particularly honored to present this irreplaceable Mercer.







1921 MERCER SERIES 5 RACEABOUT

LOT 31



1908 WHITE MODEL L TOURING

\$100,000-\$150,000 without reserve

CHASSIS NO. 6089 ENGINE NO. L440

Between 1900 and 1908, there were twice as many steam automobiles as gasoline automobiles in the US, and none more highly regarded than the White. This was reflected in their roster of esteemed owners, including President Taft, John D. Rockefeller, and "Buffalo Bill" Cody. Equally noteworthy were the early collectors who recognized their importance, such as George Waterman, D. Cameron Peck, James Melton, Bill Harrah, and Barney Pollard – who once owned this very car. Mr. Pollard, who famously saved more than 1,000 cars from WWII scrap drives, acquired this White steamer from a Texas Ford dealership circa 1914. Rather than relocate it to his Detroit-based collection, he left it in storage at the dealership, where it remained for decades.

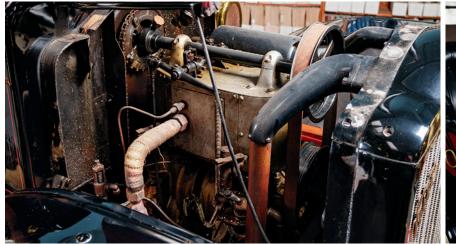
Following Pollard's passing in 1981, collector Weed Underwood acquired this car from Pollard's estate and commenced an extensive restoration. Upon its completion, Mr. Underwood enjoyed touring and showing the car, where it was a standout among its competition and won numerous awards. In 1995, he sold it to Carl J. Schmitt, who regularly ran the car in the annual Modoc Tour. In 2008, the White became part of Stan Lucas' collection. Just as they were when new, White automobiles are still renowned today for their exceptional build quality and striking appearances. This 1908 White Model L presents itself as a rare opportunity to acquire one of the true icons of early motoring, offering its next custodian the chance to partake in numerous events or tours.

HIGHLIGHTS

One of As Few As Twelve 1908 Whites Known to Survive Formerly Owned by Noted Collector Barney Pollard Attractive 'Roi des Belges' Bodywork Eligible for HCCA and AACA Events High-Quality Construction and Engineering

SPECIFICATIONS

2-Cylinder Steam Engine
20 HP
2-Speed Manual Transaxle
Hand- and Foot-Operated Rear Mechanical Drum Brakes
Front and Rear Solid Axle with Semi-Elliptical Leaf Springs











1909 STANLEY MODEL R ROADSTER

\$70,000-\$90,000 without reserve

CHASSIS NO. 5002

The 1909 Stanley Model R was the direct successor to the high-performance Model H "Gentleman's Speedy Roadster," continuing its legacy of advanced design and spirited performance. Powered by a 20 hp engine and built with lightweight, all-wood construction, the Model R was marketed simply as the "Roadster." The 1909 catalogue claimed it was "intended for those who wish to hit up to a speed of 60 to 80 miles an hour on a good safe road, and still be able to run through city streets without danger of overheating or stalling."

This example is believed to be one of just four genuine Model R Stanleys surviving today. While its earliest history is undocumented, by the late 1940s it was owned by Philip Andrews Jr. of Sacramento, California, and photographed in a 1949

issue of the *Horseless Carriage Gazette*, equipped with a rare, undivided rear seat and ironed for a full folding top.

In the late 1960s, collector Mike Simpson began a multiphase restoration. In the 1990s, Stanley expert Mark Herman built a correct roadster body, retaining the original front seat and adding a proper single rear seat. The car debuted at Pebble Beach in 1997. Stan Lucas acquired the car in 2002 and returned it to Pebble Beach in 2014. Maintained as a static display, it remains a remarkably authentic example of Stanley's sporting legacy, featuring a correct U-type engine and gasoline-fired burner.

HIGHLIGHTS

Archetypal Stanley Steamer Roadster
One of Only Four Known Examples of the Sporting Model R
Featured in 1949 Issue of the Horseless Carriage Gazette
Known California Ownership History Dating Back to the 1940s
Displayed at the Pebble Beach Concours d'Elegance® in 1997 and 2014

SPECIFICATIONS

Twin-Cylinder Double-Acting Steam Engine 20 HP (Rated) Rear-Wheel Mechanical Drum Brakes Front Solid Axle with Full Elliptic Leaf Springs Rear Live Axle with Full Elliptic Leaf Springs











1915 STUTZ MODEL 4F BULLDOG DEMI-TONNEAU

\$400,000-\$600,000 without reserve

CHASSIS NO. 2744 ENGINE NO. AI-1114

Harry Stutz launched his automotive career in Indianapolis in 1903 and quickly rose to prominence. By 1911, after building his reputation with the American and Marion companies, Stutz constructed his first car. He famously entered it in the inaugural Indianapolis 500, where it finished 11th – a remarkable feat for a car built in just five weeks. Capitalizing on this success, the Stutz Motor Car Company quickly earned a reputation for performance and engineering excellence, encapsulated in the slogan: "The Car That Made Good in a Day."

Numerous successes followed, including a 3rd Place finish at the 1913 Indy 500 and a triumphant 1915 season for the Stutz "White Squadron" racing team, with victories at Elgin, Point Loma, and Sheepshead Bay. To leverage this momentum,

Stutz introduced the Bearcat in 1912 - a stripped-down, two-passenger sports car powered by the robust 390 CID Wisconsin T-head four-cylinder engine.

For those desiring Bearcat performance with added practicality, Stutz offered the Bulldog. Mechanically identical to the Bearcat and built on the same short-wheelbase chassis, the Bulldog featured a more versatile four-seat demi-tonneau body with a windshield and folding soft top. It appealed to a broader clientele - including Harry Stutz himself and famed aviator Eddie Rickenbacker - seeking exhilarating performance in a usable touring package.

This 1915 Stutz Model 4F Bulldog was acquired in the late 1930s or early 1940s

HIGHLIGHTS

A Genuine Stutz Bulldog; One of Only Two Examples Known to Survive Exceptionally Original Car with Continuous History Since the Early 1940s Formerly Owned by Pioneering Collectors Theo D. Moore and Richard C. Paine Jr.

Present at the Inaugural VMCCA Antique Auto Show and AACA Hershey Fall Meet

History File Includes Period Photos, Correspondence, and Articles Displayed in the Preservation Class at Pebble Beach in 2010

SPECIFICATIONS

390 CID Wisconsin T-Head Inline Four-Cylinder Engine Single Stromberg Carburetor 60 HP at 1,500 RPM 3-Speed Manual Transaxle 2-Wheel Mechanical Drum Brakes Front Solid Axle with Semi-Elliptical Leaf Springs Rear Live Axle with Semi-Elliptical Leaf Springs



PROVENANCE

Theo D. Moore, Red Bank, New Jersey (acquired by the early 1940s) Richard Cushing Paine Jr., Bar Harbor, Maine (acquired from the estate of the above circa early 1960s)

Paul D. Quinn, Greenwood, Virginia (acquired from the above by 1997)
Joe Leweck, Exeter, New Hampshire (acquired from the above in 2007)
Stan Lucas (acquired from the above in 2009)

FEATURED MEDIA

Car Collector, January 2009, "The Real Definition of 'Car Collector' and 'Collector Car," by Rick Carey

The Splendid Stutz, by Charles Betts and Dale K. Wells



by Theo D. Moore, an early and dedicated automobile enthusiast. Mr. Moore embodied the spirit of pioneering collectors, preserving historic automobiles long before they were widely appreciated. Though not a wealthy man – rising from electrical lineman to managing the Red Bank office of New Jersey Central Power & Light – Mr. Moore was passionate about saving old cars from obscurity, even during the height of WWII scrap drives.

Thanks to Mr. Moore's care, this Bulldog has never required a full restoration. Its striking Mercedes Red paint was likely applied by Mr. Moore himself in the 1940s or 1950s, and the Burgundy leather upholstery appears to be carefully preserved and original, richly patinated by decades of use. In 1948, it was exhibited at the VMCCA's inaugural antique car show at the 71st Regiment Armory in New York. Moore also drove it from his home in Red Bank, New Jersey to Hershey, Pennsylvania for the very first AACA Fall Meet in 1954. The car's dashboard is adorned with numerous participation plaques from early antique-car events, a charming testament to its significant participatory role at the dawn of the American collector car hobby.

After Moore's passing in the early 1960s, the Bulldog was sold to renowned collector Richard Cushing Paine Jr. of Bar Harbor, Maine. Nearly 30 years later, it was acquired by Paul D. Quinn of Virginia, who commissioned a comprehensive







EXHIBITION HIGHLIGHTS

VMCCA Antique Auto Show, New York City, New York, 1948 AACA Spring Meet, Corning, New York, 1953 AACA Fall Meet, Hershey, Pennsylvania, 1954 AACA Granville Rally, Ohio, 1955 Big Sea Day, Point Pleasant Beach, New Jersey, 1956 The June Fete Fair, Pennsylvania, 1956 Big Sea Day, Point Pleasant Beach, New Jersey, 1957 Red Bank Golden Jubilee, New Jersey, 1958

(continued)

AACA Spring Meet, Pennsylvania, 1959 Stowe Classic & Antique Car Meet, Vermont, 1997 HCCA-VMCCA New England Brass & Gas Tour, 1999 HCCA-VMCCA New England Brass & Gas Tour, 2001 Stowe Classic & Antique Car Meet, Vermont, 2003 (President's Trophy) HCCA-VMCCA New England Brass & Gas Tour, 2005 Pebble Beach Concours d'Elegance®, 2010



mechanical recommissioning by Bruce Armstrong and Howie Lane. Mr. Quinn then returned the car to active touring duty, taking part in several New England-based Brass & Gas events. In addition to its tour use, the Stutz made an appearance at the 2003 Stowe Classic & Antique Car Meet in Vermont, where it earned the President's Trophy for Most Significant Car. In the late 2000s, the Bulldog passed to collector Joe Leweck of New Hampshire, who contacted Moore's family. With their help, he assembled a richly-detailed scrapbook of vintage photographs and press clippings, adding invaluable historical depth to the car's provenance. Since 2009, this Bulldog has resided in Stan Lucas's distinguished stable and is arguably the centerpiece of his impressive Stutz collection. During his ownership it was featured in the prewar preservation class at the 2010 Pebble Beach Concours d'Elegance®, and has taken part in local Horseless Carriage Club of America tours.

Due to the lasting fame of the Bearcat model, most surviving Stutzes are Bearcats or replicas. Only two genuine Bulldogs are known to exist today. This example, lovingly preserved rather than restored, offers an authentic and irreplaceable link to both the early years of American motoring and the visionary enthusiasts who saved such cars for future generations. It is a vivid embodiment not just of Harry Stutz's engineering brilliance, but also of T.D. Moore's quiet heroism as a steward of automotive history.







1931 STUDEBAKER PRESIDENT MODEL 80 FOUR SEASONS ROADSTER

\$80,000-\$120,000 without reserve

CHASSIS NO. 7032559 ENGINE NO. P2445

Studebaker can legitimately claim to be the oldest vehicle manufacturer in the US. Started in 1852, the company built a reputation for solid, reliable vehicles and was one of the first manufacturers to cast four- and six-cylinder engines in a monobloc design. In 1928, the marque introduced the eight-cylinder President model, featuring a 313 cid engine that produced 100 hp, and its refined build quality made it a true luxury automobile.

Studebaker built 6,340 President Model 80s in all body styles in 1931, a small fraction of which were produced in the sporting Four Seasons Roadster body style. As few as 54 are thought to still exist, and these powerful, attractive roadsters have always been held in high regard.

According to a previous Christie's description on file, this lovely Roadster was acquired by collector Philip Wichard from an enthusiast in Maine as a complete car in need of refurbishment. Mr. Wichard had this example restored in 1988 by Jim Hurry's Fountain Inn Coachworks, and post-restoration, the Studebaker won an AACA National First Prize.

Part of the Stan Lucas Collection since 2007, and formerly owned by noted enthusiast John D. Groendyke, the Roadster's numerous period accessories elevate its desirability even further, making it a true prize for the astute collector.

HIGHLIGHTS

A Sought-After Model from Studebaker's Golden Age
Top-of-the-Line President Eight with Handsome Roadster Coachwork
Previously Owned by Noted Collectors Philip Wichard and John D. Groendyke
Desirable 1931 Model Year and a Gorgeous, Well-Engineered Classic
Restored Example Featuring Lalique Mascot, Pilot-Ray and Driving Lights,
and Other Accessories

SPECIFICATIONS

337.5 CID L-Head Inline 8-Cylinder Engine
Single Stromberg Updraft Carburetor
122 BHP at 3,200 RPM
3-Speed Manual Gearbox
4-Wheel Mechanical Drum Brakes
Front I-Beam Axle with Semi-Elliptical Leaf Springs and Shock Absorbers
Rear Live Axle with Semi-Elliptical Leaf Springs and Shock Absorbers















\$35,000-\$50,000 without reserve

FRAME NO. RC5558 ENGINE NO. F10AB/1/3658

Before starting his own company, Phillip C. Vincent idolized Howard Raymond Davies, who won the 1925 Isle of Man Senior TT on a bike he designed himself and had barely tested. When Davies' company HRD Motors Ltd. went bankrupt, Mr. Vincent, then just 19 years old, purchased it – and went on to manufacture some of history's most revered motorcycles. According to Vincent H.R.D. Owners Club records, this desirable Series C Rapide left the factory on August 16, 1950, and was delivered new to a dealer called Kings in Oxford, England.

Factory records confirm that this example retains its matching upper frame and engine numbers, including both case halves (numbered EE 23). Simon Dinsdale, the Machine Registrar for the Vincent H.R.D. Owners Club, notes in correspondence on file that the rear frame number is missing the RC prefix, so it may not be an original stamping. Iconic and technically advanced, this is an excellent opportunity to return one of the world's most collectible motorcycles to the road.

HIGHLIGHTS

Highly Sought-After Series C

Matching-Numbers Engine and Upper Frame per Vincent H.R.D. Owners Club

One of the Most Innovative Motorcycles of the 20th Century

SPECIFICATIONS

998 CC OHV 50° V-Twin Engine 45 BHP at 5,500 RPM 4-Speed Manual Gearbox



this is an appealing and authentic example.

two-passenger runabout carried a "G" designation.

Stan Lucas's 1908 Buick is a long-time West Coast car, which was found in 1959 by R.N. "Dick" Philippi in remarkably complete order, including

its top and interior. A sensitive restoration was undertaken during that

period, copiously documented through invoices and correspondence on file. Mr. Philippi actively toured the car for many years – occasionally

alongside the Eastwood family Buick Model C (lot 30). Now well aged,

Formerly Owned by Dick Philippi Regular West Coast HCCA

A Model Renowned for Its Touring Capability

SPECIFICATIONS

159 CID Inline 2-Cylinder Engine 22 HP at 1,200 RPM 2-Speed Planetary Transmission









1911 OLDSMOBILE LIMITED SERIES 27 SEVEN-PASSENGER TOURING

\$1,500,000-\$2,500,000 without reserve

CHASSIS NO. 75017 ENGINE NO. 64010

Oldsmobile, like its corporate cousin Cadillac, got its start in the automobile business building light, economical one-cylinder cars. The famous Curved Dash Olds proved rugged and robust, quickly becoming America's best-selling model. Company founder Ransom E. Olds believed long-term success lay in small, low-priced cars, but boardroom disagreements led him to leave and start REO. Meanwhile, Oldsmobile's models grew in engine size, wheelbase, and price.

By 1909, the Curved Dash was history, and Oldsmobile had a new owner – William C. Durant's recently formed General Motors. Durant acquired the company after its "big car" strategy caused sales to fall from 1906 to 1908. He ordered a low-priced model, the \$1,250 Model 20, which accounted for over

80% of Oldsmobile's 1909 output and revived the brand's cash flow.

However, instead of continuing the Model 20 in 1910, Durant reversed course and introduced a new line of luxury cars, led by the Limited – an enormous vehicle unlike anything seen on American roads before or since. Oldsmobile's sales literature proclaimed: "In the Limited we offer a car which leaves nothing to be desired in design, construction, finish, power or equipment. It stands in the front rank of high-grade cars; the greatest of a line universally recognized among leaders."

The slightly smaller Autocrat and Defender supplemented the Limited line, but

HIGHLIGHTS

One of the Most Famous Models in the History of American Motoring Equipped with Massive 707 CID T-Head Engine and 43-Inch Wheels Known History Dating Back to the Original Owner Jacob W. Moerschel Jr. Formerly Part of the Esteemed Melton, Scher, Paine, and Browning Collections 2006 Pebble Beach Concours d'Elegance® Ansel Adams Award Winner Rare Opportunity to Acquire One of the All-Time-Great Antique Automobiles

SPECIFICATIONS

707 CID T-Head Inline 6-Cylinder Engine
Single Updraft Carburetor
60 HP (Rated)
4-Speed Manual Gearbox
2-Wheel Mechanical Drum Brakes
Front Solid Axle with Semi-Elliptical Leaf Springs
Rear Live Axle with Semi-Elliptical Leaf Springs



PROVENANCE

Jacob W. Moerschel Jr., Jefferson City, Missouri (acquired new in 1911) Nebel Motor Company, Jefferson City, Missouri (acquired from the estate of the above in 1938)

James Melton, Weston, Connecticut (acquired from the above in 1945)
Dr. Samuel L. Scher, Mamaroneck, New York (acquired from the estate of the above circa 1961)

Richard C. Paine Jr., Seal Cove, Maine (acquired from the above in 1965)
Matt and Barbara Browning, Ogden, Utah (acquired from the above c. 1988)
Stan Lucas (acquired from the estate of the above in 2000)

none matched its impact. With chest-high wheels, a radiator taller than many adults, and double running boards for easy entry, the Limited was literally larger than life. Its 505 cid, six-cylinder engine and price – ranging from \$4,600 to \$5,800 – matched its imposing scale.

For 1911, the Limited grew even larger, adding 8 inches to its wheelbase for a total of 138 inches. Curb weight exceeded 2½ tons, and a new 707-cubic-inch T-head six replaced the earlier L-head engine. Though rated at 60 hp, contemporary reports suggested it produced closer to 90. With its massive engine and wheels, the Limited cruised easily at 70 mph.

This was also the year Oldsmobile debuted one of the most iconic automotive advertisements: William Harnden Foster's "Setting the Pace," depicting a Limited outpacing the New York Central's 20th Century Limited passenger train.

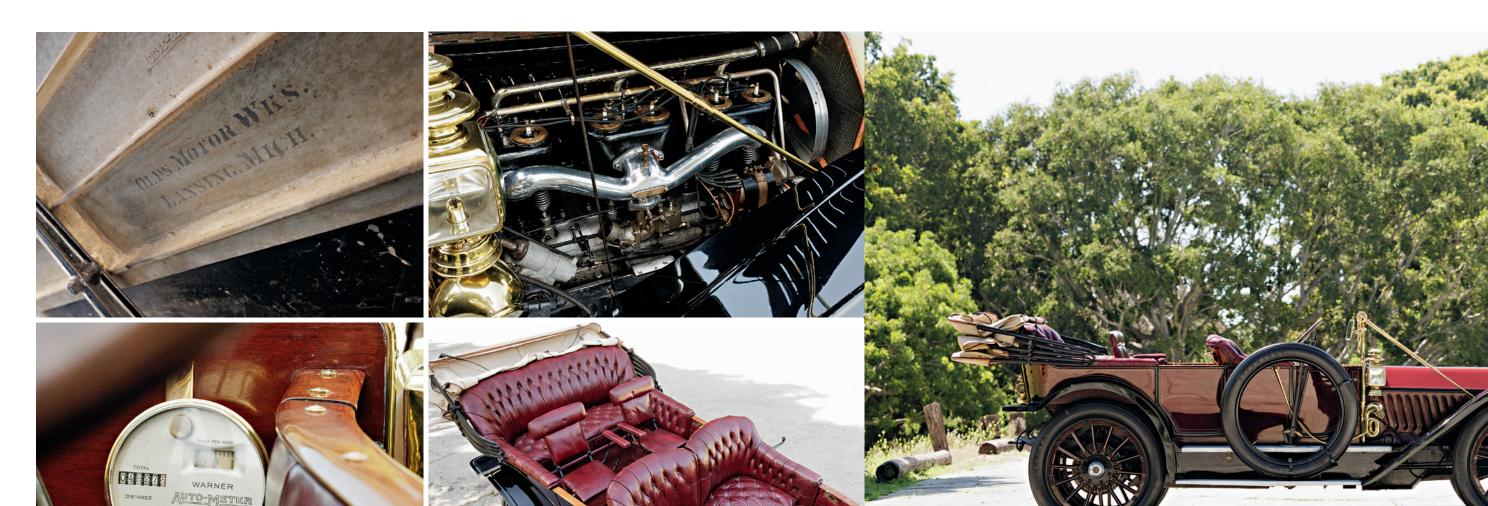
The Limited's final production year was 1912, with no more than 250 examples built. It marked the end of Oldsmobile's venture into the upper tier of luxury motoring. From then on, the Lansing-based automaker focused on building high-quality vehicles for the mid-price market. Today, just ten of these colossal Oldsmobiles are known to survive: one from 1910, eight from 1911, and a lone 1912 model.

Stan Lucas' Oldsmobile Limited, numbered 75017, is one of the earliest known survivors of the 1911 model year, which has chassis numbers ranging from 75000 to 75250. This majestic Seven-Passenger Touring car also boasts a well-documented history tracing back to its original owner, Jacob W. Moerschel Jr. of Jefferson City, Missouri.

Mr. Moerschel, President of the Capitol Brewery Company, took delivery of this impressive machine on January 11, 1911. The event was notable enough to be covered by the St. Charles Weekly Cosmos-Monitor, which described the car as the "finest made today," highlighting its six-cylinder engine, 60 hp output, and \$5,000 price tag. Finished in a rich, highly polished red, the Oldsmobile Limited was celebrated as the most prestigious automobile in Jefferson City. Mr. Moerschel used the car regularly in parades and political events, retaining ownership until his death in 1938. It was then sold to the local Oldsmobile dealer, Nebel Motor Company.

In 1945, famed tenor and car collector James Melton acquired the car from Nebel Motor Co. and had it restored in a remarkable five-day turnaround for participation in the 1946 Firestone Cavalcade at the Indianapolis 500. The next day, Melton showcased the car in the opening parade of Detroit's Automotive Golden Jubilee, celebrating the 50th anniversary of the American







EXHIBITION HIGHLIGHTS

Firestone Cavalcade at the Indianapolis 500, 1946
Automotive Golden Jubilee, Michigan, 1946
Pebble Beach Concours d'Elegance®, 2006 (Ansel Adams Award)

FEATURED MEDIA

Bright Wheels Rolling, by James Melton

auto industry, which attracted an estimated 700,000 spectators. According to *The Indianapolis Star*, Melton drove the Limited himself, representing one of three vehicles from his personal collection.

Melton continued to feature the car at major automotive events, including the 1947 VMCCA Westfield Meet, where it placed 2nd in the Touring Car Race, among elite company such as Briggs Cunningham and Alec Ulmann. Later, the car was displayed at the James Melton Autorama museum in Hypoluxo, Florida, and featured on museum postcards during the 1950s.

Following Melton's death in 1961, the Oldsmobile was acquired by Dr. Samuel L. Scher, a prominent New York collector. In 1965, Richard C. Paine Jr. purchased it as part of a major acquisition of Dr. Scher's 41-car collection. Paine later included the Limited in his celebrated Seal Cove Auto Museum in Maine, where it remained until being acquired by Matt and Barbara Browning of Ogden, Utah.

In 2000, the car changed hands again when it was offered by the Browning Estate at Christie's Pebble Beach Auction. Stan Lucas emerged as the winning bidder, paying a then-record price of \$644,000 – over triple the low estimate. In 2006, Lucas entered the Limited at the Pebble Beach Concours d'Elegance®, where it earned the prestigious Ansel Adams Award, presented to the most

desirable touring car of its era.

Over its nearly 115-year history, this Oldsmobile has never been modified or significantly altered, and presents today very much as it did following James Melton's record-setting restoration in 1946. It remains in remarkably original condition, featuring low mileage and numerous hallmarks of originality, including "Olds Motor Works, Lansing, MI" stenciled beneath the running boards and impressive period-correct lighting: Solarclipse 950 headlamps, Gray and Davis sidelamps, and a Solar 905D rear lamp. Its authenticity, commanding presence, and distinguished provenance place it among the most significant American antiques – on par with icons like the Thomas Flyer 6-70, Simplex 90, and Pierce-Arrow 66. The Oldsmobile Limited's mechanical sophistication, sheer road presence, and enduring legacy arguably elevate it to the top of this elite class.

Today, the few surviving Oldsmobile Limiteds reside in world-renowned collections such as the GM Heritage Center, the National Automobile Museum, and the Nethercutt Collection. Opportunities to acquire a genuine example are vanishingly rare. For collectors seeking the pinnacle of early American motoring, this car presents a truly once-in-a-lifetime opportunity.







1926 DUESENBERG MODEL A ROADSTER

\$25,000-\$50,000 without reserve

COACHWORK BY MILLSPAUGH & IRISH
CHASSIS NO. 1127
ENGINE NO. 1521

The Duesenberg Model A incorporated an unmatched combination of mechanical features, including a race-proven, overhead-cam, straight-eight engine and the first use of hydraulic brakes on a production automobile. This handsome roadster beautifully embodies those advancements with its sporting lines. A story persists that this particular Model A was used in its earliest years by the Duesenberg brothers and their engineers as an early test bed for the application of superchargers to their cars. In support of this, a 5,000 rpm tachometer appears to have long since been added to the dashboard, which would have been of particular use in such an endeavor.

This Duesenberg was photographed in outdoor storage in the 1950s fitted with

postwar California license plates. According to one account, when word began to spread about the Duesenberg's existence, it was moved to the basement garage of the Villa Riviera apartment building in Long Beach, disassembled, and packed in wooden crates to shield it from public view. Its registered owner since at least the mid-1960s, Marjorie Delaplane of Long Beach, offered the Duesenberg for sale in 1990, and it was swiftly purchased by Stan Lucas.

The car appears today in partially restored condition, with several crates of additional parts and components accompanying the sale. The prospect of completing its restoration and returning it to the road after decades of absence provides an intriguing opportunity to devotees of the Duesenberg margue.

HIGHLIGHTS

Fitted with Particularly Sporting Roadster-Style Coachwork
Reportedly Used in Period as a Test Car for Upcoming Supercharged Models
Longtime California-Based Example
Accompanied by Numerous Parts, Currently Uninstalled
An Important and Potentially Rewarding Restoration Project

SPECIFICATIONS

260 CID OHC Inline 8-Cylinder Engine 88 BHP at 3,600 RPM 3-Speed Manual Gearbox 4-Wheel Hydraulic Drum Brakes Front Beam Axle with Semi-Elliptical Leaf Springs Rear Live Axle with Semi-Elliptical Leaf Springs











1916 CRANE-SIMPLEX MODEL 5 DUAL-COWL PHAETON

\$150,000-\$225,000 without reserve

COACHWORK BY FARNHAM & NELSON
CHASSIS NO. 2445
ENGINE NO. 013

Upon acquiring the Crane Motor Car Company in 1914, the Simplex Automobile Company gained the expertise of Henry M. Crane, a brilliant engineer with experience in the telephone, boating, and automobile industries. Crane designed a new car to replace the company's original Mercedes Simplex-inspired model, with its T-head four-cylinder engine and chain drive. The resulting Crane-Simplex Model 5 featured a smooth-running L-head six-cylinder engine and shaft drive. With a chassis priced at \$5,000, the Model 5 was the most expensive American car of its time, appealing to elite buyers like John D. Rockefeller and Frederick William Vanderbilt. These wealthy customers commissioned bespoke, custom bodies from old-line coachbuilders like Brewster, Frederick R. Wood, Demarest, Holbrook, and Kimball.

In 1916, Wright-Martin Aircraft bought Simplex and shifted to manufacturing aircraft engines for WWI. Before transitioning, about 465 Crane-Simplex cars were built, with the cost of a chassis rising to \$7,000 by 1917. After the war, Wright-Martin ceased auto production but offered Model 5 chassis by special order until 1919. In 1920, Simplex merged with Hare's Motors, which also acquired Mercer and Locomobile, sealing the marque's fate. By 1924, Henry Crane left for General Motors, where he served as technical advisor to company president Alfred P. Sloan.

This Model 5 was delivered in October 1917 to William A. Prime Jr. of New York City, originally configured as a Brewster limousine. By 1919, it belonged to

HIGHLIGHTS

Outstanding Example of Henry Crane's Magnificent Model 5 Known History from New; Preserved in Largely Original, Unrestored Condition

Sporting, Dual-Cowl Phaeton by Massachusetts Coachbuilder Farnham & Nelson

Provenance Includes Noted Collectors D. Cameron Peck and Otis Chandler Preservation Class Award Winner at the 2004 Pebble Beach Concours d'Elegance®

SPECIFICATIONS

564 CID L-Head Inline 6-Cylinder Engine
Single Newcomb Updraft Carburetor
110 HP (Rated)
4-Speed Manual Gearbox
2-Wheel Mechanical Drum Brakes
Front Solid Axle with Semi-Elliptical Leaf Springs
Rear Live Axle with Semi-Elliptical Leaf Springs



PROVENANCE

William A. Prime Jr., New York City, New York (acquired new via George Canterbury in 1917)

Joshua J. Dean, Andover, Massachusetts (acquired from the above by 1919) Frank E. Snook, Schodack Center, New York (acquired from the above circa late 1930s)

Theodore B. Brooks, Wayne, Pennsylvania (acquired from the above by 1944)

D. Cameron Peck, Chicago, Illinois (acquired from the above in 1944)

Joseph P. McArdle, Maywood, Illinois (acquired by 1960)

Harris Whittemore Jr., Naugatuck, Connecticut (acquired from the above in 1963)

Harrison P. Bridge, Chestnut Hill, Massachusetts (acquired in 1970) Richard Roy, Branchville, New Jersey (acquired from the above by 2000)

(continued)

Howard Fafard, Ashland, Massachusetts (acquired from the above in 2001) Otis Chandler, Los Angeles, California (acquired from the above in 2002) Stan Lucas (acquired from the estate of the above in 2006)

EXHIBITION HIGHLIGHTS

Pebble Beach Concours d'Elegance®, 2004 (Third in Class)

FEATURED MEDIA

Antique Automobile, June 1944 The Bulb Horn, Vol. 8, No. 3, 1947



Joshua J. Dean of Andover, Massachusetts, and was fitted with this dual-cowl phaeton body by Farnham & Nelson, a prestigious Boston-area coachbuilder. This striking design was reportedly modeled after the innovative dual-cowl phaeton that J. Frank DeCausse created for Locomobile in 1916. With its low windshields, side-mounted spares, standing spotlamp, and integrated rear trunk, the phaeton has a sporting appearance that is quite modern for its era.

In 1944, the car was acquired by renowned Chicago collector D. Cameron Peck and later passed through several prominent hands, including Joseph P. McArdle, Harrison P. Bridge, Richard Roy, and Howard Fafard. It was eventually acquired by Otis Chandler, publisher of the *Los Angeles Times*, for his famed Vintage Museum. Mr. Chandler exhibited it at the 2004 Pebble Beach Concours d'Elegance®, winning Third Place in the Prewar Preservation class. In 2006, the car was purchased by Stan Lucas at the Gooding & Company auction of Chandler's collection. Presented with elegant dark green paint and beautifully patinated pigskin upholstery, the Crane-Simplex possesses the irreplaceable feel of a well-kept, largely unrestored survivor. One of the finest and best-preserved examples of the Model 5, this Crane-Simplex Dual-Cowl Phaeton reflects the peak of American motoring elegance and coachbuilt craftsmanship. With its exceptional provenance and aura of originality, it remains a standout example for discerning collectors.











1922 HISPANO-SUIZA H6B FOUR-PASSENGER TOURING PHAETON

\$300,000-\$500,000 without reserve

COACHWORK BY BRUNN AND CO.

CHASSIS NO. 10363

ENGINE NO. 300393

The Hispano-Suiza H6 represents the pinnacle of early 20th-century automotive engineering and elegance. Prized by discerning motorists for its refinement, power, and exclusivity, the H6 was the most expensive chassis in Europe. It was costlier than a Rolls-Royce and was typically clothed by the era's premier coachbuilders.

The visionary behind this masterpiece was Swiss engineer Marc Birkigt, whose wartime contributions to aviation – most notably the V-8 aero engine used in Allied fighter planes – won him international acclaim. The marque's WWI legacy was symbolized by its elegant mascot, *Le Cigogne Volante* – the Flying Stork – emblematic of the famed squadron of SPAD fighters powered by

Hispano-Suiza engines.

After the war, Birkigt brought the same precision to the H6: its aircraft-derived 6.6-liter inline six featured an overhead camshaft and jewel-like crankshaft, machined from a 770-pound billet to a finished weight of just 99 pounds. The H6 also introduced servo-assisted four-wheel braking – so effective that Rolls-Royce paid royalties to use the system. Upon its introduction in 1919, there was no more-advanced production automobile.

Its unique blend of technical precision and stylish elan made the H6 a fixture at European concours d'elegance, with coachbuilders such as Binder, Labourdette,

HIGHLIGHTS

A Significant Example of Marc Birkigt's Masterpiece: The Hispano-Suiza H6 Custom-Built for Edsel B. Ford with One-Off Phaeton Coachwork by Brunn & Co. Modern Styling That Influenced a Generation of American Car Designers Acquired by Stan Lucas in 1993 from the Estate of Noted Collector Ben Paul Moser

File Includes Copies of Period Correspondence Between Ford and Brunn Displayed in the Preservation Class at Pebble Beach in 2008

SPECIFICATIONS

6,597 CC SOHC Inline 6-Cylinder Engine
Single Solex Updraft Carburetor
135 HP at 2,500 RPM
3-Speed Manual Gearbox
4-Wheel Servo-Assisted Mechanical Drum Brakes
Front Solid Axle with Semi-Elliptical Leaf Springs and Shock Absorbers
Rear Live Axle with Semi-Elliptical Leaf Springs and Shock Absorbers



PROVENANCE

Edsel B. Ford, Dearborn, Michigan (acquired new in 1922)
Private Collection, US (acquired circa 1930s)
Ben Paul Moser, Santa Barbara, California (acquired from the above in 1989)
Stan Lucas (acquired from the estate of the above in 1993)

EXHIBITION HIGHLIGHTS

Pebble Beach Concours d'Elegance®, 2008 Glenmoor Gathering of Significant Automobiles, 2009

Kellner, and Saoutchik lending their artistry to the prestigious chassis.

Hispano-Suiza debuted in North America at the 1921 New York Automobile Salon, held at the Commodore Hotel. Among those impressed by the marque's quality and sophistication was Edsel B. Ford. Though heir to an empire built on affordable cars for the masses, Edsel's taste skewed toward the finest in European design. He would go on to influence the acquisition of Lincoln and filled his own garage with exotics from MG and Bugatti. It is no surprise he would be drawn to the Hispano-Suiza.

To suit his taste, Edsel ordered this H6B, chassis 10363, and commissioned coachbuilder Hermann Brunn of Buffalo, New York, to design and build a custom body. The original correspondence survives in the Henry Ford Museum archives, with copies included in this car's history file. A key document dated April 3, 1922, outlines the specification:

"Four-passenger Touring Phaeton body to be constructed per design #1643...

Framework of body to be of sound white ash...outside of body to be covered with sixteen-gauge hand hammered sheet aluminum. Best grade of hardware, locks, hinges, etc. to be used...Crystal plate silvering quality glass to be used in the windshield...Body to be equipped as follows: Two-piece painted windshield,

upper half to swing: Austers folding tonneau windshield, nickel frame, with special curtain arrangement from bow to top of shield...Walnut cabinet at rear of front seat with lamp and switch...Four special fenders of steel with rib in center...Special running boards covered with gray ribbed linoleum bound with nickel silver mouldings...One-man top to have natural wood bows, nickel plated slat irons, covered with Burbank with complete set of side curtains and top boot. Top to be very light and fold easily...Body to be upholstered with straight grain hand buffed semi-bright finish Green Gray leather, carpet to harmonize with leather. Cigar lighter to be installed in instrument board. All interior mountings to be of bronze to harmonize with leather...Entire vehicle to be painted Brunn Gray same as sample submitted, wire wheels to be black enameled. Mouldings on body to be a darker shade of gray. Old English 'F' on side of the body."

Correspondence indicates the car was delivered to Detroit in July 1922 – in time for Edsel's summer holiday. Shortly after, it was illustrated in *Motor Life*, *Autobody*, and *L'Auto Carrosserie*. Automotive designer and historian Strother MacMinn noted that Ford returned the car to Brunn in late 1925 or early 1926 for light updates.

While the exact duration of Ford's ownership is unknown, the car's influence is unmistakable. Not long after acquiring Lincoln, Edsel championed a program of







FEATURED MEDIA

Autobody, 1925

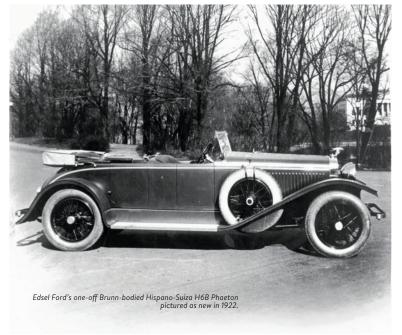
Hemmings Sports & Exotic Car, November 2006, "Hispano-Suiza Between the World Wars," by Brooks T. Brierly

Hispano-Suiza Society, No. 132, August 2008

L'Auto Carrosserie, July/August 1927

The Legendary Hispano-Suiza, by Johnnie Green

Motor Life, May 1923



custom bodies by Brunn and others, ushering in a new golden age of American automotive design.

Following Ford's ownership, the H6B reportedly remained with an East Coast family for 50 years before being sold to noted California collector Ben Paul Moser in 1989. Upon Moser's passing, the car was sold at auction in 1993 to Stan Lucas. During Lucas' stewardship, the car was displayed at Pebble Beach in 2008 and the Glenmoor Gathering in 2009. It also appeared in a Lucas Engineering advertisement featuring a photo of Strother MacMinn seated in the car with the caption: "Two classics for your viewing pleasure..."

Presented in stunning, unrestored condition, this H6B is among the most important surviving Hispano-Suizas – boasting exceptional provenance, rich documentation, and a bespoke body built to the exacting standards of Edsel Ford. A centerpiece of the Stan Lucas collection, it has earned its place among the great unspoiled icons of the Classic Era.

Its next caretaker faces a welcome dilemma: preserve this rare artifact for posterity or restore it for the world's most prestigious concours events, where it would surely be a contender for top honors.







1923 STUTZ SPEEDWAY FOUR ROADSTER

\$90,000-\$120,000 without reserve

CHASSIS NO. 13253 ENGINE NO. D13259H

This handsome Stutz traces history within the collecting hobby back to the 1960s. It was first displayed at a VMCCA Meet at Newport, Rhode Island, by Mr. A.G. Bissell, in freshly restored condition, and received a First Place award. Following this triumph, the car later spent considerable time on display at a museum in the Midwest. In the mid-1990s, this Stutz left static storage and is reported to have received an engine rebuild by respected mechanical engineer Paul Freehill, which included fitting high-compression aluminum pistons before embarking on a period of active tour use.

Between the mid-1990s and 2018, this Roadster was campaigned routinely on the Mozart and Modoc events, and was continually improved aesthetically and

technically by Mosier Restorations Inc. as well as its then-owner, Mark Morton. Work during this period included replating the nickel brightwork, powder coating the wheels, refurbishing the starter and generator, and giving attention to the cooling system to ensure the car was consistently reliable on these tours.

In 2018, Stan Lucas purchased the car privately to join his impressive roster of the marque, and in doing so, he added a definitive detachable-head version to the line. Unquestionably an older restoration, it still presents well in its nicely mellowed burgundy paint, and with its formerly proven running gear making it worthy of consideration by Stutz enthusiasts.

HIGHLIGHTS

Definitive Sports Stutz Model with Detachable Head Known in Collector Circles Since the 1960s A Veteran of Mozart and Modoc Nickel Era Tours Maintained by the Renowned Mosier Restorations Inc. Presented in a Lovely Burgundy Finish

SPECIFICATIONS

360 CID T-Head Inline 4-Cylinder Engine Single Stromberg Carburetor 88 BHP at 2,400 RPM 3-Speed Manual Transaxle 2-Wheel Mechanical Drum Brakes Front Solid Axle with Semi-Elliptical Leaf Springs Rear Live Axle with Semi-Elliptical Leaf Springs











1924 DOBLE SERIES E ROADSTER

\$800,000-\$1,200,000 without reserve

COACHWORK BY MURPHY CHASSIS NO. E-14

The story of this Doble Series E Roadster, chassis E-14, is one of technical brilliance, the pursuit of perfection, and a uniquely American journey through innovation, failure, and redemption. To understand the significance of this singular automobile is to understand the turbulent history of Doble Steam Motors itself – an enterprise born of bold vision and undone by its founder's own contradictions.

The Doble brothers, most famously Abner and Warren, set out in the early 20th century to revive and perfect steam as a viable alternative to gasoline-powered automobiles. From the beginning, their ambitions were nothing short of audacious. By the time they introduced the Doble Series E in

the early 1920s, they had delivered on promises that would sound fantastical today: a steam-powered car that could start cold in under a minute, accelerate silently to 75 mph, and run smoothly without a clutch or gear changes. These cars were engineered to standards that rivaled or exceeded those of the most prestigious marques of the day.

But behind the scenes, the business faltered. Abner Doble's refusal to compromise on engineering, combined with chronic delays, extravagant development costs, and a cavalier approach to management, quickly strained the company's finances. The situation turned dire in 1924 when a stock scandal erupted – Doble stock had been oversold by 850,000 shares by the F.G. Fox Company of

HIGHLIGHTS

The Ultimate Steam Car and an Important Piece of American Automotive History

The First Series E Completed at Doble's Emeryville, California Factory Comprehensively Rebuilt and Upgraded by Doble for Dr. Seeley G. Mudd Exquisite Murphy Roadster Coachwork Designed by Franklin Q. Hershey Class Award Winner at Pebble Beach Concours d'Elegance® in 1956 and 1997 Rich and Well-Documented History; A California Car from New

SPECIFICATIONS

Steam-Powered Woolf Cross-Compound 4-Cylinder Engine
Estimated 125 BHP and 1,000 Lbs./Ft. of Torque
Fixed Transmission with Direct Drive
4-Wheel Rod-Operated Mechanical Drum Brakes
Front Beam Axle with Semi-Elliptical Leaf Springs
Rear Live Axle with Semi-Elliptical Leaf Springs



J.H. Bullard, Long Beach, California (acquired new in 1924)
Dr. Seely G. Mudd, San Marino, California (acquired in 1928)
William "Bill" Besler, Emeryville, California (acquired from the above circa 1932)
Bernard E. Becker, Walnut Creek, California (acquired from the above circa 1945)
Allan Brasel, San Mateo, California (acquired from the estate of above in 1987)
Stan Lucas (acquired from the above in 1997)

Los Angeles. Though Abner Doble's direct involvement was never proven, he was convicted of stock fraud. He avoided prison, and the conviction was overturned on appeal, but the damage was done. Doble Steam Motors was left starved of cash and credibility, with Abner's reputation in tatters.

By the late 1920s, the company was floundering. Its brilliant cars were being built in ever-diminishing numbers, with deliveries slowing to a trickle. When the Besler brothers – William and George, sons of Central Railroad of New Jersey President William George Besler – acquired the remains of Doble Steam Motors and rebranded it as Steam Motors Corporation, Warren Doble departed for Germany to continue engineering work abroad, while Abner relocated to New Zealand to carry on his steam evangelism. In Emeryville, the Beslers attempted to keep the steam dream alive, pioneering modular boiler systems and even converting a Kaiser and Chevrolet to steam power after WWII. But the age of steam had come and gone.

Amid this upheaval, one car stood at the intersection of Doble's greatest innovation and its unraveling. That car was E-14, a machine with a history as unique and complex as the company that birthed it.

Completed on March 31, 1924, E-14 was the very first Doble constructed at the

newly established factory in Emeryville, California. Originally, the car featured a 142" wheelbase, rear brakes, and a conservative Phaeton body with a California top designed by Wellington Everett Miller – chief designer at the Murphy coachworks, who styled many of the early E-Series cars. It was delivered to its first owner, J.H. Bullard of Long Beach, California, who kept the car only a few years before it was sold to a used car dealer, a common fate for early Dobles.

In 1928, E-14 caught the eye of Dr. Seeley G. Mudd of San Marino, California. A remarkable man, Dr. Mudd was the son of famed mining engineer Seeley W. Mudd and the brother of Harvey S. Mudd, noted industrialist and philanthropist. Born in 1895, Seeley G. Mudd earned a mining engineering degree from Columbia University before attending Harvard Medical School. He went on to practice cardiology in Los Angeles and later worked with Linus Pauling before joining the faculty at Caltech, where he focused on cancer research. In his lifetime, he gave over \$10 million to educational institutions and established a foundation that continues to promote academic excellence. He was also an automotive enthusiast of discerning taste.

According to contemporary accounts, Mudd had a friend who had ordered one of the first Duesenberg Model Js and was loudly proclaiming its unmatched performance. Mudd, inspired by a challenge, bet that he could acquire and improve







EXHIBITION HIGHLIGHTS

Pebble Beach Concours d'Elegance®, 1953
Pebble Beach Concours d'Elegance®, 1954
Pebble Beach Concours d'Elegance®, 1956 (Third in Class)
Pebble Beach Concours d'Elegance®, 1997 (Second in Class)



a Doble to outperform the forthcoming Model J. Thus began his remarkable association with E-14 and with the Doble brothers themselves. Mudd acquired E-14 from a used car lot in Los Angeles and began an ongoing correspondence with Abner and Warren Doble. What began as technical discussions about his project soon evolved into broader conversations about possible business ventures and even financial investment in the company.

In summer 1928, Dr. Mudd shipped E-14 to Emeryville for a complete mechanical transformation. The chassis was lengthened to 151" by splicing in a new section at the firewall to accommodate a two-stage draft booster – a steam turbine that doubled the boiler's firing rate, preventing pressure loss. A new and larger boiler was fitted, along with an upgraded firebox and a more powerful engine sourced from Abner Doble's own car, E-24. Other mechanical changes included a 6" condenser in place of the original 4" unit, a foot throttle, new Gemmer steering box, an updated fan turbine, and massive four-wheel brakes that were actuated by rods instead of cables. Period documentation and close inspection reveal that virtually every cutting-edge Doble innovation of the time was installed in E-14, effectively turning it into a one-off experimental platform in private hands.

While the chassis was being re-engineered, the body was also undergoing



FEATURED MEDIA

Auto Sport Review, June 1953, "Doble or Nothing!" by Anthony Adams Automobile Quarterly, Vol. 41, No. 1, "Doble E-14: The Pinnacle of Steam Power," by Jonathan A. Stein with James J. Crank The Doble Steam Car, by Jim Crank Special Interest Autos, October 1982, "1924 Doble"

transformation. At Murphy, the original California top was removed and replaced with a folding convertible top and a lower windshield, giving the car a sleeker, more modern appearance. The bulky Haverhill headlights were swapped for streamlined bullet-style units from C.M. Hall. These updates brought visual flair to match the car's evolved performance. But Dr. Mudd was not finished.

Soon after the Phaeton rebody was completed, Mudd decided he preferred a true two-passenger roadster. E-14 returned to Murphy for a third time, and the commission was assigned to Franklin Q. Hershey, a gifted designer with a growing reputation among Murphy's elite clientele. Hershey retained only the front doors and cowl from the previous version and reimagined the rest of the body, incorporating sweeping fender lines that would later appear on his celebrated Peerless V-16 sedan. Painted in Mulberry – a deep blue with purple highlights – and fitted with elegant wheel covers and a folding soft top, the result was a triumph of custom coachwork.

"That was the finest thing we ever did at Murphy," Hershey later recalled. "We were all so pleased." When the finished car was presented to Dr. Mudd at the Murphy plant on a Saturday morning in 1931, "every car nut in Hollywood was there – Gable, Cooper, Wallace Beery." Mudd was so thrilled that he lent the car to Hershey for the weekend. "I never went to bed," the designer said. "I drove

it all weekend and delivered it to Dr. Mudd on Monday morning."

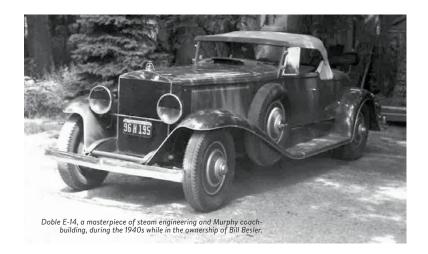
Yet within a year or two, Mudd decided that the big steam roadster was too cumbersome for the increasingly congested traffic in Los Angeles. He commissioned Bowman & Schwartz to build him a one-off Duesenberg coupe and sold E-14 to William "Bill" Besler, who by then had assumed control of Doble's Emeryville operations. A steam visionary in his own right, Besler had taken possession not only of the physical plant, but of Doble's patents, leading to extraordinary experiments that included a steam-powered airplane, flown successfully in 1933 at Oakland Airport.

E-14 was retained at the Emeryville facility and meticulously maintained by Barney Becker, the Besler boiler department superintendent. Becker made several modifications over the years, and Besler drove the car extensively – even leasing it to Bendix Aviation during WWII to study the feasibility of a steam-powered jet engine starter. Noted designer and engineer Walter Dorwin Teague was assigned to care for E-14 during this period and later recalled, "The Doble was a very striking looking car...In spite of its heavy weight – about 5,000 pounds as I remember – the acceleration was quite impressive and completely silent so that the sensation was like being pulled by a giant rubber band."









Eventually, the project was shelved and the car returned to California. By E-14's saga has been recognized by historians and enthusiasts alike. 1945, Besler had driven E-14 across the country seven times before finally selling it to Becker for \$5,500 - a nominal sum for a man who had cared for and coveted the car for years. Becker drove the car regularly for the next four decades, commuting 35 miles each day from Walnut Creek to Emeryville and even displaying it at the Pebble Beach Concours d'Elegance® on three separate occasions during the 1950s. He repainted the car a reddish brown, and it was even profiled in Auto Sport Review, which wrote, "If you should spot a classic-looking metallic maroon roadster at your favorite stoplight and are tempted to drag with it, let a word to the wise be sufficient. Don't. Unless you want to waste a lot of gas...the 1924 Doble will have begun its disappearing act 'way down the street."

Following Becker's death in 1985, his widow sold E-14 to Allen Brasel of San Mateo. Brasel preserved much of the car's character, but in preparation for the 1997 Pebble Beach Concours d'Elegance® – where steam cars were California marque. celebrated - he restored the body, repainted it in the current dark red, and replaced Becker's modified instrument panel with a correct-style dashboard. Soon after, he sold the car to Stan Lucas, in whose world-class steam car collection it remains to this day.

Automobile Quarterly's Jonathan A. Stein writes, "Thanks to the many lives of E-14, this car is certainly blessed with the most colorful history of any Doble made." Jim Crank, in his authoritative tome, The Doble Steam Car, describes it as "not only the most famous Doble, it's the only one to have been driven much of its life and remain largely un-restored."

In many ways, the story of E-14 is the story of Doble Steam Motors. During the company's darkest hours, Dr. Mudd's investment and commissions helped keep it afloat, funding payroll and facilitating technical advancement. Ironically, it was Mudd's eventual disillusionment with Abner Doble's broken promises and extravagant invoices that led him to walk away, selling E-14 to Bill Besler, the very man who would inherit Doble's legacy. Preserved by just three devoted owners since WWII, it stands today as the ultimate expression of Abner Doble's extraordinary vision and is arguably the most significant example of this mythical

Few automobiles can lay claim to such a profound impact on the fortunes of their maker. Fewer still can boast a history that is as rich, storied, and enduring.







1913 STANLEY MODEL 810 MOUNTAIN WAGON

\$90,000-\$120,000 without reserve

CHASSIS NO. 5461

The Stanley Mountain Wagon was the workhorse of the steam era – a rugged, multi-passenger vehicle designed for the rigors of mountain roads, sightseeing routes, and hotel guest transport. By 1913, the updated Model 810 featured four rows of seating, room for 12 passengers, and flexible utility thanks to easily removable seats, making it as much a light truck as a people-mover.

This example was assembled in the mid-1970s by noted Stanley specialist Carl Amsley, from a substantial cache of original Mountain Wagon parts – originally sourced in California by noted collector Buck Boudeman, and later sold to Mike May. While the engine was not part of the find, Amsley followed his typical approach, installing a lighter and more robust 20 hp condensing powerplant

and late-model rear end with improved pumps.

The recipient of an AACA award in 1976, this Stanley was soon sold to Peter Bechtel of Idaho, then joined Stan Lucas' collection in 1981. It appears to have seen little to no use since. Outfitted with a Baker burner, Coleman pilot, and dual-fuel system, it remains as last-driven, likely some 45 years ago. Still wearing its Idaho plate and registration sticker from 1978, this Stanley stands as a fascinating, mostly dormant example that will require recommissioning to return to steam. Its imposing scale and unique place in Stanley history make this Mountain Wagon a must-have for any devoted steam car enthusiast.

HIGHLIGHTS

Superb Example of the Legendary Stanley Mountain Wagon Restored by Noted Marque Expert Carl Amsley Former AACA Award Winner A Fixture in the Stan Lucas Collection Since 1981 Must-Have for Any Devoted Steam Car Enthusiast

SPECIFICATIONS

Twin-Cylinder Double-Acting Steam Engine
20 HP (Rated)
Rear-Wheel Mechanical Drum Brakes
Front Solid Axle with Fully-Elliptical Leaf Springs
Rear Live Axle with Fully-Elliptical Leaf Springs











1910 LOCOMOBILE TYPE I SEVEN-PASSENGER TOURING

\$350,000-\$500,000 without reserve

CHASSIS NO. 3715 ENGINE NO. 3795

In 1899, Locomobile started out building steam cars, but by 1905 had transitioned entirely to gasoline cars. Locomobile's executives decided to withdraw from factory-sponsored racing in 1909 and concentrate exclusively on its line of passenger cars, which had been offered in a variety of models ranging from 20 to 40/45 hp. By this time, the car's reputation was unblushingly advertised as "Easily the Best Built Car in America." The quality and durability of these cars were proven by the 1909 Locomobile that won First Place in the touring-car class of the 1913 Glidden Tour – after it had previously covered more than 100,000 miles.

The year 1910 marked the last time Locomobile offered four-cylinder cars

exclusively. This example, the third Type I Locomobile built, served as the company's Chicago show car. It was sold directly off the show floor to J. Ervin Smith, president of the Continental National Bank of Indianapolis.

Remaining in the Smith family until 1944 when Clarence Myer (also of Indianapolis) purchased it, the car was sold 14 years later to the well-known collector Dr. Samuel Scher of Larchmont, New York. It subsequently was sold to Richard C. Paine Jr. of Seal Cove, Maine, where it stood out – even among one of the finest groupings of Brass Era cars. Mr. Paine kept the car for 31 years until he sold it to Charles LeMaitre, who later sold it to Joel E. Finn, from whom Otis Chandler acquired it in 2001. Stan Lucas then acquired this Type I from the

HIGHLIGHTS

The Chicago Auto Show Car; Third Model I Built with Known Provenance from New

Past Ownership Includes Dr. Samuel Scher, Richard C. Paine Jr., and Otis Chandler

Renowned as a Highly Authentic Example of the Model Large Horsepower, Original-Bodied Car with Excellent Tour Potential One of the Best-Quality Automobiles of Its Era

SPECIFICATIONS

471 CID T-Head Inline 4-Cylinder Engine
40 HP (Rated)
4-Speed Manual Transaxle
Rear Mechanical Drum Brakes
Front Solid Axle with Semi-Elliptical Leaf Springs
Rear Live Axle with Three-Quarter Elliptical Leaf Springs



Locomobile (retained as show car)

J. Ervin Smith, Indianapolis, Indiana (acquired from the above in 1910)

Clarence Myer, Indianapolis, Indiana (acquired from the above in 1944)

Dr. Samuel Scher, Larchmont, New York (acquired from the above in 1958)

Richard C. Paine Jr., Seal Cove, Maine (acquired from the above)

Charles LeMaitre, Hardwick, Massachusetts (acquired from the above)

Joel E. Finn, Roxbury, Connecticut (acquired from the above)

Otis Chandler, Los Angeles, California (acquired from the above in 2001)

Stan Lucas (acquired from the estate of the above in 2006)



2006 Gooding & Company dispersal sale of Otis Chandler's estate.

It was an excellent choice, and clearly a true connoisseur's car to buy, as the car is long prized for its remarkably authentic condition, retaining its original body, fenders, hood, radiator, floor and running boards, carburetor, brass lamps, and accessories.

When acquired from Chandler, it had covered less than 8,000 miles from new and had received just one sympathetic restoration – only where needed by Wilkinson and Sharp while it was in Dr. Scher's possession. The practical concession of a self-starter was installed many years ago, eliminating the need for hand-cranking the large engine. Its 1960s restoration still holds up well in terms of its quality and detail, with only the engine area showing more obvious aesthetic wear from use, albeit that use has continued to be modest.

A large, rugged, handsome, exceptionally original automobile with a known ownership history from new, this Seven-Passenger Touring has the outstanding engineering for which Locomobile is so well known – plus the bonus of desirable double-chain drive.











1932 AUBURN 12-160 BOATTAIL SPEEDSTER

\$500,000-\$750,000 without reserve
COACHWORK BY UNION CITY BODY COMPANY
CHASSIS NO. 12-160 1882
ENGINE NO. BB2213

Making its debut in 1931, the Alan Leamy-designed Boattail Speedster was by far the most sporting member of Auburn's new product lineup. Its bold, subtly tapered radiator shell, high hood line, and diminutive, steeply raked V-windscreen atop a rounded cowl flowed perfectly through the cockpit into elegant compound curves to a sharply angled tail. With the Speedster, E.L. Cord gave Auburn a new calling card that, as intended, elevated the popularity of the entire Auburn line, driving traffic to showrooms across the US. The cars were lauded in the press with *Business Week* declaring that the new Auburns were more car for the money than the public had ever seen.

In response to their impressive speed and style, demand for Auburns grew

exponentially, and the company posted robust sales through the early years of the Great Depression. Mr. Cord then outdid his own best efforts when, in 1932, he debuted the new Auburn V-12 with prices starting under \$1,000. This is the same category of Auburn that broke every existing stock car speed record from 1 to 500 miles in 1932, becoming the champion Class B production car for that year. Among the impressive numbers it achieved at Muroc Dry Lake during these AAA Contest Board runs was a flying mile at 100.77 mph. The Speedster then continued breaking records by the dozen, including the grueling 500-mile record at an average of 88.95 mph. This was more than an impressive debut for the V-12's performance and reliability, and many of these records would remain unbroken until after WWII.

HIGHLIGHTS

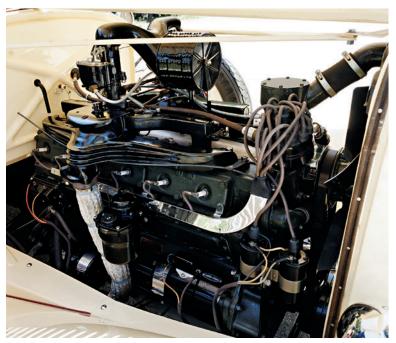
Among the Most Exciting Two-Place Designs of the Classic Era
Auburn Cord Duesenberg Club-Certified Example, Certificate A-478
Part of the Stan Lucas Collection for over 35 Years
One of Just 37 Examples of 12-Cylinder Boattail Speedster Built for 1932
An Ideal CCCA Full Classic to Show or Tour

SPECIFICATIONS

391 CID Lycoming L-Head V-12 Engine
Twin Stromberg Downdraft Carburetors
160 BHP at 3,200 RPM
3-Speed Manual Gearbox with Freewheeling and Columbia Dual-Ratio Rear Axle
4-Wheel Vacuum-Assisted Drum Brakes
Front Beam-Axle Suspension with Semi-Elliptical Leaf Springs
Rear Live-Axle Suspension with Semi-Elliptical Leaf Springs



C.A. Blue, Baldwin Park, California (acquired by 1949)
Alfred Binder, Baldwin Park, California (acquired in 1952)
Mel Durham, Long Beach, California (acquired in 1955)
Randy Ema, Orange, California (acquired from the above in 1970)
Mark Shetler, North Tustin, California (acquired from the above in 1970)
James Brucker, Buena Park, California (acquired from the above circa 1971)
Gifford Oborne, New Jersey (acquired from the above in 1974)
Stan Lucas (acquired from the estate of the above in 1989)



According to an Auburn Cord Duesenberg (ACD) historian, this 12-160 Speedster spent many of its early years in California, with ownership as early as 1949 having been traced to C.A. Blue of Baldwin Park. By 1959, the Auburn had been converted from artillery-style wheels with an internal spare configuration to the more commonly seen wire wheels with twin side-mounted spares by its owner, Mel Durham of Long Beach. In short succession in 1970, the Speedster passed between ACD authority Randy Ema of Orange and Mark Shetler of North Tustin before settling the following year with James Brucker, proprietor of the MovieWorld – Cars of the Stars collection. In 1974, successful defense contractor Gifford Oborne of New Jersey acquired the Auburn. During this period, Mr. Oborne assembled a notable collection of American classics, concentrating on multicylinder examples, including Auburn and Cadillac, and a Duesenberg Model J Disappearing-Top Convertible Coupe. After Mr. Oborne's passing, the Speedster was purchased by Stan Lucas in 1989.

Throughout its known ownership for 40 years prior to Stan Lucas, the Speedster had never been comprehensively restored. After procuring a quote for a restoration in 1992, it appears from the history file that the restoration did not begin until 1997, when Mr. Lucas began work on the rare Auburn with a rebuild of its dual-ratio rear axle. Invoices on file document the in-house restoration spanning the next decade, managed by Mr. Lucas' top mechanic.







LOT 46

EXHIBITION HIGHLIGHTS

Pebble Beach Concours d'Elegance®, August 2007 (Third in Class)
Auburn Cord Duesenberg Club West Coast Meet, October 2007 (Primary First Place, Best of Show)



Hundreds of photographs on file document the significant effort that went into the mechanical and cosmetic restoration. Interestingly, upon disassembly, this Speedster's Union City body number was found to be 101, suggesting that it is a very early – or perhaps the first – such body constructed for the model run.

Once complete, the V-12 Speedster was finished in striking Ivory with Carmine trim, and it made its post-restoration debut at the Pebble Beach Concours d'Elegance® in 2007, earning a class award. Later in the year, the Auburn was submitted for ACD certification and, following its inspection, was granted certificate no. A-478. That same year, the Speedster was voted Best of Show at the ACD Club West Coast Meet.

A featured member of the Stan Lucas collection for over 35 years, this V-12 Auburn Speedster found particular favor, evidenced by the beautifully detailed, decade-long restoration it received. ACD collectors of all stripes know the difficulty involved in finding a V-12 Speedster with provenance back to the early days, and the ACD certification that this example earned is certainly an uncommon occurrence. Likely among the finest of its kind – and in light of the model's newsworthy record-breaking performance – this Auburn represents a rare opportunity for the most enlightened collector.







c. 1917 PIERCE-ARROW MODEL 48 FIVE-PASSENGER TOURING

\$100,000-\$130,000 without reserve

CHASSIS NO. 13385 ENGINE NO. B4 3783

In the early 20th century, Americans in the market for a luxury automobile turned to the "Three Ps": Peerless, Packard, and of course Pierce-Arrow. By 1904, founder George M. Pierce had turned to gasoline-powered cars and launched his four-cylinder Great Arrow, which gained fame by winning the inaugural Glidden Tour. This model served as the foundation for Pierce production until 1907, when a new six-cylinder engine was introduced.

In 1910, Pierce-Arrow offered three distinct models using the six-cylinder engine: the 36, 48, and 66. The Model 48 served as the mid-sized model and the five-passenger touring example offered here is one of few surviving examples of this most desirable, sporting body style. Its curvaceous cast-aluminum body

is finished in Brewster Green with black fenders, and the interior follows suit with matching green floorboards and black-tufted leather.

Joining the esteemed collection of Matt and Barbara Browning in 1979, the car remained in their care until its acquisition by Stan Lucas in 2000. It presents well today, wearing an older restoration, and is fitted with a multitude of original components, including its horns and gauge cluster. At some point, it was upgraded with front-wheel drum brakes.

Renowned for their quality, Pierce-Arrows are a must-have for any enthusiast of early American automobiles.

HIGHLIGHTS

A Highly Desirable Five-Passenger Example
Formerly Owned by Noted Collectors Matt and Barbara Browning
An Ideal Brass and Nickel Era Tour Car
Beautifully Presented with Gently Patinated Older Restoration
A Beloved Marque Enjoying Active Club Support

SPECIFICATIONS

525 CID T-Head Inline 6-Cylinder Engine
48 HP (Rated)
Single Updraft Carburetor
4-Speed Manual Gearbox
4-Wheel Mechanical Drum Brakes
Front Solid Axle with Semi-Elliptical Leaf Springs
Rear Live Axle with Three-Quarter Elliptical Leaf Springs

















\$40,000-\$60,000 without reserve

CHASSIS NO. 5461

The Stanley holds a mythical place in early automotive history and is arguably the most famous steam-powered car of its era. For 1910, Stanley's nimble and quick 10 hp model was offered as a Roadster (Model 60) or Toy-Tonneau (Model 61), with the latter priced at \$1,000. A sealed, lubricated crankcase was a notable innovation, making these cars foundational to the modern steam hobby and popular with enthusiasts today.

This Model 61 was profiled in the July/August 1983 issue of Antique Automobile, following a complete restoration overseen by Clois E. Kicklighter, with coachwork by Stanley expert Carl Amsley and a serial number chosen from the correct 1910 range. After winning several AACA awards, it was sold to Clarence Coe of California, and later acquired by Stan Lucas. Maintained as a static display for decades, it remains cosmetically presentable and, with recommissioning, would make a capable tour car.

HIGHLIGHTS

Attractive Example of a Popular Stanley Model

Well-Kept AACA Award-Winning Restoration

Profiled in Antique Automobile. July/August 1983

SPECIFICATIONS

2-Cylinder Double-Acting Steam Engine

10 HP (Rated) Rear-Wheel Mechanical Drum Brakes

HIGHLIGHTS

Formerly in the John McMullen Collection

Older, High-Quality Restoration of Top-of-the-Line 1912 Buick

> Great Touring Potential for **HCCA** Events

ENGINE NO. 1136

Buick's Model 43 of 1912 cost \$1,725 - nearly twice that of the brand's other offerings. Aimed at the luxury end of the market, with its fiveliter, 48 hp powerplant and 116" wheelbase, it had true physical presence and good performance. Although 1,501 examples were built, few are known to survive.

Stan Lucas acquired this car at the 2008 dispersal sale of the McMullen Collection in Michigan. According to the auction description on file, the Buick was active in the car community in the 1940s and 1950s, before being placed into storage for several decades by a prior owner. By the 1990s, John McMullen owned the car and embarked on a highquality restoration, which can be seen today, with its tasteful black paintwork coachlined in red and accented with nickel brightwork.

Bookending the set of Brass Era Buicks in the collection, this Model 43 Touring would make an excellent tour car.

SPECIFICATIONS

318 CID OHV Inline 4-Cylinder Engine

48 HP (Rated) 3-Speed Gearbox









1930 BENTLEY SPEED SIX SPORTS TOURER

\$1,750,000-\$2,250,000 without reserve

COACHWORK BY VANDEN PLAS
CHASSIS NO. LR2781
ENGINE NO. LR2787

Among the array of Vintage Bentley models, the Speed Six is held in the highest regard, with W.O. Bentley himself describing it as "the most successful sporting car we made." Speed Six lore is legendary – from its October 1928 debut at the Olympia Motor Show, to Woolf Barnato and the Blue Train saga, to back-to-back Le Mans victories in 1929 and 1930. But absolute speed was only half of the Speed Six equation, as the manner in which its raw power was delivered instilled a level of driver confidence unmatched by competitors. Period Bentley advertising promised speed, comfort, and reliability.

The Speed Six was the natural evolution of the 6.5-litre model, benefiting from a higher compression ratio and twin carburetors. Mechanical upgrades

for cars built for 1930 included a revised intake manifold and Bosch magneto with horsepower now reaching 180. Just 182 Speed Six models were built during its two-year production run, with three chassis lengths offered in order to accommodate stunning coachwork ranging from Le Mans tourers to formal saloons.

Some cars are so frequently copied, and the copies are so abundant, that their production often seems far greater than it actually was. Such is the case with this original Vanden Plas Bentley Speed Six. This elite example belongs to a vanishingly small cadre of original cars. Better still, owing to the survival of both Bentley and Vanden Plas records on file, we know that 96 years later, this car

HIGHLIGHTS

Exceptionally Rare, Original Fabric-Bodied Vanden Plas Speed Six
Never Publicly Offered for Sale, Has Led an Entirely Secluded Life
Matching-Numbers Engine, Gearbox, and Bodywork per Factory Records
The Zenith of Manufacturer and Coachbuilder
Considerable Potential for Touring or Show Events
Eligible for Vintage Bentley Tours Around the World

SPECIFICATIONS

6,597 CC SOHC Inline 6-Cylinder Engine
Twin SU Carburetors
180 BHP at 3,500 RPM
4-Speed Manual Gearbox
4-Wheel Mechanical Drum Brakes
Front Solid Axle with Semi-Elliptical Leaf Springs
Rear Live Axle with Semi-Elliptical Leaf Springs



J. Dibble, Moseley, UK (acquired new via Henry Garner Ltd. in 1930)
B.E. Vigers, Harpenden, Hertfordshire, UK (acquired from the above in 1937)
L.G.C. Tampre, UK (acquired from the above in 1945)
P.A.H. Wood, UK (acquired from the above in 1949)
Alfred Secombe, New Zealand (acquired by 1962)
Stan Lucas (acquired from the above in 1980)

remains remarkably in much the same condition as it was when it left the works.

Vanden Plas built body no. 1668 for Bentley Motors, designed to fit on the Speed Six. This example, chassis LR2781, was distributed to agent Henry Garner Ltd., who sold the car to its first owner, J. Dibble. Scaled perfectly for its 11'8 ½" wheelbase, and constructed to design no. 519, the architecture of LR2781 is a more luxurious take on the factory race cars of its day. It features dual-cowl coachwork, with twin spare wheels mounted at the rear end and handsomely shrouded – a subtle nod to the factory "Bobtail" racers.

The Vanden Plas records note that the body panels were trimmed in dark green fabric, with the hood (folding top), side curtains, and tonneau cover made to match. The bonnet sides were also fabric, but with painted top panels – originally accompanied by a paint sample to which the upholstery could be matched. The bonnet and wings were to match the body color, with the chassis cellulosed in light green to match the upholstery – both in Dockers paint.

Ordered on March 20, 1930, with a request that the body be finished by "end May certain," the car was impressively completed in the requested time frame with the carefully crafted workmanship of Vanden Plas. They charged a not inconsiderable £340 for the deadline, allowing a discount of £2.25 for

not covering the top of the bonnet. The car was tested at Bentley Motors on May 30, 1930, and factory records note it to have been fitted with engine no. LR2787, C-type gearbox no. 6828, and a 13:50 rear-axle ratio, with its ride cushioned by Bentley & Draper friction and hydraulic shock absorbers.

The car's first owner, J. Dibble, was a prominent builder and landlord based in Moseley, a suburb of Birmingham, England. Mr. Dibble ensured that LR2781 remained under the service and maintenance auspices of Bentley Motors throughout his ownership, during which time it received the latest type of front-axle bed. In 1937, the car found its second owner in B.E. Vigers of Harpenden, Hertfordshire. By 1945, the car had passed to L.G.C. Tampre, and then to P.A.H. Wood in 1949. The car remained in England until 1962, when it migrated to New Zealand and into the custody of Alfred Secombe. Nearly 20 years later, Stan Lucas acquired the car in 1980.

Mr. Lucas kept the car in New Zealand for the next 10 years, enjoying the Speed Six during his occasional visits before importing the car to the US in 1990. During Mr. Lucas' ownership, the car spent time with Jim Stranberg at High Mountain Classics in Colorado, and received considerable mechanical attention, including an engine rebuild and servicing of the radiator and cooling systems, with the aim of making it a usable tour car. While this was a significant investment,









FEATURED MEDIA

Bentley Speed Six, by Dr. Clare Hay



Mr. Lucas was never fully satisfied with its running condition, and the car may still need attention to reach prime touring condition.

Today, the car remains an extremely original example of both chassis and bodywork. The majority of its numbered components, including the chassis, engine, and steering box, are all plainly stamped and consistent with its build. Further, its body number (1668) can still be found marked on the floorboards of the car, confirming them to be original. Interestingly, its rear license plate mount is numbered "1666" – likely a mis-stamp.

This 1930 Bentley Speed Six Tourer is not only an incredibly rare item, with its original build – it has also been off the radar of the Bentley community for almost all of its life, making it a thrilling discovery. Never having been publicly sold, today provides an exceptional opportunity to own a truly special Vintage Bentley – one that characterizes the marque's bold, imposing build from this era, as well as its exceptional commitment to performance.

Whether carefully preserved or treated to sympathetic refurbishment, the true reward lies on the open road. Sooner or later, the next owner will find themselves behind the wheel, gazing out over the long hood as a tidal wave of torque surges forward – likely wearing the sort of grin only a Speed Six can provoke.







1916 PACKARD TWIN SIX 1-35 TOURING

\$100,000-\$150,000 without reserve

CHASSIS NO. 83127 ENGINE NO. 83127

A landmark in early American motoring, the 1916 Packard Twin Six 1-35 Touring represents the dawn of V-12 performance, luxury, and prestige. Introduced in 1915, the Twin Six was Packard's engineering triumph, a 424.1 cid, 60° V-12 engine that offered turbine-smooth power and effortless torque. Praised by Packard President Henry Joy as "the greatest piece of machinery that ever went upon the highways," it instantly elevated the brand into the upper echelon of American luxury automobiles.

This exceptional example stands as one of the most authentic and original surviving Twin Sixes in existence. Formerly part of several respected collections in Connecticut, Nevada, and California, this Twin Six has remained in remarkably

well-preserved condition. Its paint, leather upholstery, convertible top, and side curtains remain in exceptional condition, and the car even retains its factory-installed wiring and dry cell battery box under the front seat.

This Twin Six would make a compelling candidate for AACA historic preservation honors, and an ideal entrant for preservation classes at Pebble Beach or Amelia Island. With its first-series V-12 engine, enduring elegance, and astonishing originality, this 1916 Packard Twin Six 1-35 Touring is not only a mechanical masterpiece but a testament to over a century of careful stewardship. Rarely does such a pure, unrestored example surface.

HIGHLIGHTS

One of the Most Authentic and Original Surviving Twin Sixes in Existence
First-Series Example of Packard's Groundbreaking V-12 Model
Known Provenance with Decades of Collector Ownership
Retains Well-Preserved Paint, Leather Upholstery, Convertible Top, and Side
Curtains

Ideal Candidate for AACA, CCCA, and Preservation-Class Concours Events

SPECIFICATIONS

424 CID L-Head V-12 Engine
Single Packard Carburetor
88 BHP at 2,600 RPM
3-Speed Manual Gearbox
Rear Mechanical Drum Brakes
Front Solid Axle with Semi-Elliptical Leaf Springs
Rear Live Axle with Semi-Elliptical Leaf Springs











1925 DOBLE SERIES E CALIFORNIA TOP PHAETON

\$500,000-\$750,000 without reserve

COACHWORK BY MURPHY
CHASSIS NO. E-23

The final word in American steam car development, the Series E was the bold culmination of Abner Doble's vision – a marvel of silent, effortless performance and technical sophistication that eclipsed its internal combustion contemporaries. Among the most compelling survivors of this short but brilliant chapter in automotive history is this remarkable Doble, chassis E-23, the last Series E completed at the Emeryville, California factory and one of the most significant Dobles ever built.

Completed on October 26, 1925, E-23 was bodied by the Walter M. Murphy Company as a four-passenger Phaeton. Originally ordered by the Maharaja of Alwar, likely familiar with the Doble E-16 delivered to the Maharaja of Bharatpur,

E-23 was destined for royal use in India. However, the order was canceled, and the car was momentarily without a buyer – until fate intervened.

Around the same time, William and George Besler, prominent industrialists and owners of Davenport and Porter Locomotive Works, visited the Doble factory to investigate steam generator technology for possible use in their locomotive operations. While touring the Doble factory, Bill Besler spotted E-23 on the shop floor and immediately inquired about it. Told it had just become available, he promptly wrote a check for \$16,500, acquiring what would become his personal steam car for the next four decades.

HIGHLIGHTS

The Final Series E Doble Built at the Emeryville Factory
Murphy Coachwork Tastefully Updated by the Original Owner in 1928
Just Three Owners from New: Besler, Harrah, and Lucas
Expert Restoration by Esteemed Doble Authority Jim Crank
Exhibited at the Pebble Beach Concours d'Elegance® in 1997 and 1998

SPECIFICATIONS

Steam-Powered Woolf Cross-Compound 4-Cylinder Engine
Estimated 125 BHP and 1,000 Lbs./Ft. of Torque
Fixed Transmission with Direct Drive
4-Wheel Rod-Operated Mechanical Drum Brakes
Front Beam Axle with Semi-Elliptical Leaf Springs
Rear Live Axle with Semi-Elliptical Leaf Springs



William "Bill" Besler, Davenport, Iowa (acquired new in 1925)

Harrah's Automobile Collection, Sparks, Nevada (acquired from the above in 1967)

Stan Lucas (acquired from the above in 1986)

Under Besler's direction, E-23 underwent a series of substantial upgrades. The frame was lengthened to a 151" wheelbase, and it received a new, oversized F-Series steam generator, an advanced draft booster, a foot throttle, a larger condenser, and four-wheel Bendix mechanical brakes. A heavy-duty Timken front axle was also fitted, improving the car's roadholding and load-carrying abilities.

Besler sent E-23 back to Murphy in Pasadena for a full stylistic modernization. The body was updated with widened doors, the decorative beading was removed, the windshield was lowered, and a fixed, padded California Top replaced the original folding unit. Drum-style headlamps were swapped for streamlined C.M. Hall elliptical units, bringing the car visually in line with late 1920s tastes.

With both mechanical and cosmetic enhancements complete, E-23 became a daily driver and testbed for Besler, who reportedly drove it across the US at least five times. As he worked to gain control of Doble Steam Motors in the 1930s, he continued to develop the car, improving the fuel system and adding sealed-beam headlamps, crowned fenders, and triangular rear-quarter windows.

According to Besler family lore, E-23 was even shipped to Europe, where Besler sought to license steam technologies to German locomotive firms. It is said he encountered Hermann Goering during this trip, who expressed interest in the

EXHIBITION HIGHLIGHTS

Pebble Beach Concours d'Elegance®, 1997 Pebble Beach Concours d'Elegance®, 1998

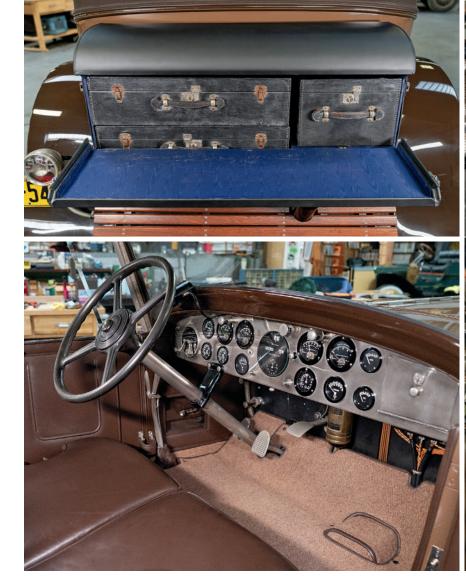
Doble's ability to burn alternative fuels.

Following WWII, E-23 remained in Besler's possession and was shown occasionally at local steam meets. In the 1960s, he lent the car to Harrah's Automobile Collection to assist in the restoration of E-24, Abner Doble's personal coupe. During testing around Reno, Nevada, E-23 reportedly achieved triple-digit speeds, confirming its legendary performance.

By the late 1960s, with steam cars fading into history, Besler sold E-23 to Harrah's, where it was carefully restored to near-original condition, including refitting the correct Haverhill headlamps, flat fenders, and other key details. It remained on display in Harrah's Museum until the legendary 1986 dispersal auction, when it was purchased by noted steam enthusiast Stan Lucas.

From 1994 to 1997, E-23 underwent an extensive restoration by Doble authority Jim Crank, and was twice exhibited at the Pebble Beach Concours d'Elegance®, both times entered for exhibition only. The restoration quality is apparent in every detail, from its subtle brown livery to the preserved fitted luggage in the trunk.

Though the car has not run in several years and will require recommissioning, it remains among the most complete, correct, and storied Doble steam cars





FEATURED MEDIA

The Doble Steam Car, by Jim Crank



in existence. Crank, in his definitive book *The Doble Steam Car*, writes that "although I grew up with Barney Becker and his E-14, it was Besler's Phaeton that I absolutely lusted for...E-23 is calm and refined in its way of going, yet ready to show its power when asked, reflecting its maturity as a man of the world. It was the curious character of this one Doble that endeared it to me, this iron fist in the velvet glove feeling it offers."

With just three owners from new – Besler, Harrah, and Lucas – this car represents an unbroken legacy of steam innovation and historic preservation. As the final Doble E built in Emeryville, E-23 holds a place of unmatched historical and technical significance. It is sure to be the crown jewel in any serious collection devoted to American engineering brilliance.





\$10,000-\$20,000 without reserve CHASSIS NO. 16153 | ENGINE NO. 1702

Presented here is a rare, unrestored example of Stanley's remarkable Model 725. The car's first known owner was Don C. Foote, a noted collector based in Billings, Montana. who acquired the Stanley during the mid- to late-1940s. Following his death, it was sold to Bud Zimmerman, from whose estate Stan Lucas purchased the car in 1997. Remarkably complete and unaltered, this Model 725 retains what appears to be its original upholstery and intact period gauges. A seldom-seen example of Stanley's second-generation condensing steam car, this historically significant machine would be an ideal candidate for either sympathetic restoration or preservation-class display.

HIGHLIGHTS

Rare Example of a Stanley Condensing Steam Car

Formerly Owned by Noted Collector Don C. Foote

Largely Original, Unrestored Condition

SPECIFICATIONS

Twin-Cylinder Double-Acting Steam Engine

20 HP (Rated)

Rear-Wheel Drum Brakes







1910 FORD MODEL T TOURING

\$20,000-\$30,000 without reserve

CHASSIS NO. 23553

Introduced in 1908, the Ford Model T famously "put the world on wheels." By 1910, the model featured several notable updates, including a strengthened rear axle and the addition of standard equipment such as a speedometer, windshield, and side curtains not only enhancing durability but driver comfort as well.

Believed to have been delivered new to Maine and remaining there for most of its life, this rare, early Model T was acquired by Stan Lucas in 2008 from renowned collector Richard C. Paine Jr. This example hails from the more handcrafted era of Model T production. Representing a landmark in automotive history, this 1910 Ford Model T Touring offers an excellent opportunity for any enthusiast to acquire an American icon to participate in shows, tours, and vintage motoring events.

HIGHLIGHTS

Rare, Early Example of Ford's Iconic Model T

Formerly Owned by Noted Collector Richard C. Paine Jr.

Eligible for HCCA and AACA Vintage Events

SPECIFICATIONS

177 CID Inline 4-Cylinder Engine 22 HP at 1,600 RPM

2-Speed Planetary Transmission



\$40,000-\$50,000 without reserve

CHASSIS NO. 53206875L40 | ENGINE NO. 154991

This Franklin was acquired in the 1950s by collector, restorer, and concours judge Jim Mills of Oregon. Upon Mr. Mills' acquisition of the car, he began its restoration - an endeavor which would consume much of his free time over the next four years. Once completed, he toured the car extensively, even opting to drive it to and from events rather than transporting it.

The car remained with Mr. Mills until his passing, after which it was acquired from his estate by Stan Lucas in 1983. This 1931 Franklin presents a rare opportunity to acquire one of just three known Dietrich-bodied Series 153 Convertible Speedsters in existence, one of which is held in a museum collection.

HIGHLIGHTS

Believed to Be One of Just Three 1931 Dietrich-Bodied 153 Convertible Speedsters Extant Featured in the Historical

Automobile Club of Oregon's Newsletter The Exhaust Valve

A CCCA Full Classic Extensively Toured for Nearly Three Decades

SPECIFICATIONS

274 CID Air-Cooled OHV Inline 6-Cylinder Engine 100 HP at 3,100 RPM

3-Speed Manual Gearbox



\$25,000-\$50,000 without reserve

CHASSIS NO. 20448 | ENGINE NO. 20512

Crafted by Childe Harold Wills - the metallurgist behind the legendary Ford Model T the Wills Sainte Claire stands as one of the most technically advanced American automobiles of the Classic Era. They were built using molybdenum steel and originally powered by an overhead cam V-8, with later models featuring a sophisticated yet slightly more conventional inline six-cylinder engine. This rare six-cylinder W6 Roadster was acquired by William B. Ruger in 1980 from Robert Bebe of Michigan, and was restored during Mr. Ruger's ownership, according to a prior auction description on file. Showing minimal signs of use since joining the esteemed Stan Lucas Collection in 2002, this striking Wills Saint Claire remains a rare and elegant expression of American engineering brilliance.

HIGHLIGHTS

A Striking, Late-Production Wills Sainte Claire Featuring Roadster Coachwork

Formerly Part of the William B. Ruger Collection

Showing Minimal Signs of Use Since Restoration

SPECIFICATIONS

273 CID SOHC Inline 6-Cylinder Engine

66 HP at 2.800 RPM

3-Speed Manual Gearbox





1913 STUTZ MODEL 6B 'BEARCAT'

\$600,000-\$800,000 without reserve

CHASSIS NO. 1056

One of the greatest christenings of an automobile was the choice of the name "Bearcat" by Stutz, to capture the essence of their spartan, stripped-down road racer. The animal itself might be a peaceful creature, but the name Bearcat conjures a combination of brute force and lithe movement – a perfect summary of what the company was offering.

After testing his first design at the inaugural Indianapolis 500 in 1911, Harry Stutz envisioned the Bearcat to be a racing car with fenders and running lights. Despite suffering from tire trouble throughout the race, the new Stutz managed a respectable 11th Place finish with an average speed of 68 mph. It was a remarkable performance from a car just weeks off the drawing board.

Stutz improved its finishing position in the 1913 Indianapolis 500 to 3rd Place.

When Stutz debuted the Bearcat in 1912, the Stutz sales literature of the period boasted the Bearcat was "designed to meet the requirements of the customer desiring a car built along the general lines of a racing car and with a slightly higher gear ratio than our regular torpedo roadster." The Bearcat could be specified with either four- or six-cylinder engines – the six being a 426 cid T-head inline six-cylinder, which was built by the Wisconsin Motor Manufacturing Company.

The car presented here may have been born a six-cylinder roadster or touring car (both were offered), but has been in its current form for many decades.

HIGHLIGHTS

Formerly Part of A.K. Miller's Legendary Stutz Collection
In Its Current "Bearcat" Form for Decades
Restored for Stan Lucas by a Noted Antique Automobile Specialist
Displayed at the Pebble Beach Concours d'Elegance® in 2001 and 2002
Exceptionally Rare 1913 Stutz Six Cylinder

SPECIFICATIONS

426 CID Wisconsin T-Head Inline 6-Cylinder Engine
Single Stromberg Carburetor
Estimated 60 HP at 1,500 RPM
3-Speed Manual Transaxle
2-Wheel Mechanical Drum Brakes
Front Solid Axle with Semi-Elliptical Leaf Springs
Rear Live Axle with Semi-Elliptical Leaf Springs



A.K. Miller, East Orange, Vermont Stan Lucas (acquired from the estate of the above in 1996)



This example was already an older restoration in 1996, when it first emerged in the public eye as part of A.K. Miller's estate in East Orange, Vermont. In one of the most electrifying auctions of all time, buyers from around the globe descended on the Miller homestead and vied to secure cars or mementoes of this extraordinary cache, the majority of which were Stutzes. Stan Lucas was part of this enthusiastic crowd, and he boldly outbid others to snare this Bearcat for his collection.

Once under Mr. Lucas' ownership, he elected to restore the car. A careful refurbishment was undertaken, with perhaps the most astute decision being to leave the numbered crossmember in what appeared to be its original finish, plainly noting it as a six-cylinder model, its chassis number prefixed by "6B." Upon completion, the Bearcat was shown at the Pebble Beach Concours d'Elegance® in 2001 and 2002.

A part of the Stan Lucas Collection for nearly 30 years, this ultra-rare, six-cylinder Stutz now presents a chance for motorists to experience a model of which there are very few survivors. Longer-legged and more refined than its four-cylinder brother, this example would make a fine Brass Era tour car.











1930 CADILLAC SERIES 452 V-16 SPORT PHAETON

\$500,000-\$750,000 without reserve

COACHWORK BY FLEETWOOD ENGINE NO. 702369

In January 1930, the reveal of Cadillac's 16-cylinder 452 model startled the automotive world with an unmatched blend of mechanical brilliance, seamless performance, effortless driving ease, and visual beauty. The model designation referred to its cubic inch displacement, besting the engine size of American cars at that time. The engine was a mechanical marvel, featuring twin banks of eight cylinders positioned at the optimal 45 degrees that multiplies power and subdivides it into a continuous flow. Producing 175 hp, it propelled passengers swiftly and with remarkable ease. The engine was also appreciated aesthetically – lifting the hood panels revealed plated and enameled components, with wiring and plumbing ingeniously concealed from sight.

Roy A. Schneider's Sixteen Cylinder Motorcars: An Illustrated History notes that 3,251 examples were built for the 1930 and 1931 model years, and its mechanical genius was complemented by an array of attractive Fleetwood designs. The vast majority of the more than 70 body styles offered were formal sedans, limousines, and town cars. However, among the limited open designs was style no. 4260, the Sport Phaeton – arguably Fleetwood's most athletic design – fitted to the generous 148" wheelbase chassis. Production saw just 85 examples, which were priced at a lofty \$6,500.

According to a copy of its factory build record on file, this Sport Phaeton was ordered in February 1930 and shipped new that June. The records further confirm

HIGHLIGHTS

Delivered by Inglis M. Uppercu of New York City
Accompanied by Copy of Cadillac Factory Build Record
Originally Delivered in Striking Black over Black Color Scheme
Formerly Owned by Noted Collectors David Tunick and Barry Hon
An Older Restoration; Displayed at Pebble Beach in 1989 and 2001
One of The All-Time Greats of the Classic Era

SPECIFICATIONS

452 CID OHV V-16 Engine
Twin Updraft Single-Throat Carburetors
175 BHP at 3,400 RPM
3-Speed Manual Gearbox
4-Wheel Vacuum-Assisted Mechanical Drum Brakes
Front Beam Axle with Semi-Elliptical Leaf Springs
Rear Live Axle with Semi-Elliptical Leaf Springs



Allen Brothers Inc., Greenwich, Connecticut (acquired new in 1930)
David Tunick, Greenwich, Connecticut (acquired circa 1960)
Gifford Oborne, New Jersey (acquired in the 1970s)
Barry Hon, Laguna Hills, California (acquired from the above in 1989)
Stan Lucas (acquired from the above in 1999)



that the engine number (702369) and body number (10) match those still fitted today. Interestingly, while many of these cars have since been restored in a black over black scheme, this example was originally delivered that way, with a light cream coachline. Another notable feature is the adjustable driver's seat back.

The original supplying dealer for the V-16 was Uppercu Cadillac of New York City, a detail endorsed by a modest agency plate, discreetly tucked away on the fuel tank cover panel to this day. The buyer appears to have been Allen Brothers Inc. of Greenwich, Connecticut.

The Cadillac remained in the Greenwich area and eventually joined the well-known collection of David Tunick, and later passed to New Jersey-based collector Gifford Oborne. In 1989, Southern California collector Barry Hon purchased the V-16 from the Oborne estate auction and displayed it at that year's Pebble Beach Concours d'Elegance®. During summer 1999, Stan Lucas negotiated its purchase from Mr. Hon, and the Sport Phaeton would remain in Mr. Lucas's collection for the next quarter-century. It made a return appearance at the Pebble Beach Concours d'Elegance® in 2001, but has remained secluded within the collection ever since.

The Fleetwood Sport Phaeton built for Cadillac's V-16 in this period is quite







EXHIBITION HIGHLIGHTS

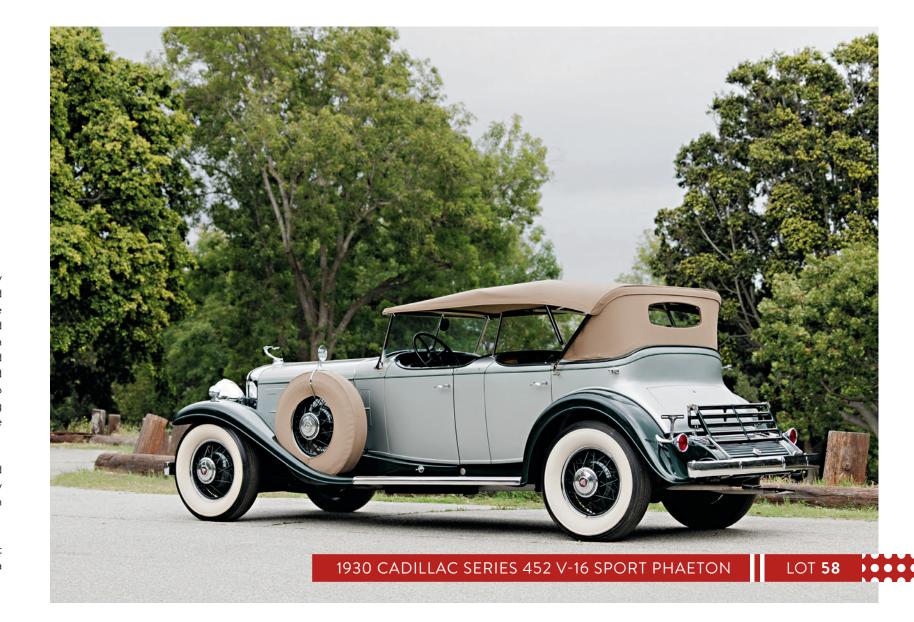
Pebble Beach Concours d'Elegance®, 1989 Pebble Beach Concours d'Elegance®, 2001



simply one of the most perfect sporting cars of its era. The form of the body is pure and refined, exemplified by the fluidity of the fenders, valances, and neatly sloped tail – all of which are beautifully showcased by the two-tone treatment of this car, with its silver body tub and evergreen dark fenders and moldings. The structure of the cabin – from its elegant V-shaped windscreen to its crank-down rear windshield – embodies the refined styling associated with the era's most flamboyant coachbuilders, delivered with understated sophistication. Other distinctive details include a compact Bakelite Philco radio control set into the dash and a walnut-trimmed rear-passenger panel featuring an AC speedometer and Jaeger chronograph – luxurious appointments whose discreet placement helps the Phaeton maintain its spartanly sporting style.

This car's restoration, which likely dates from the 1980s, has now mellowed somewhat; however, in its unusual paint scheme, it still displays a particularly striking look and could either continue to be displayed as-is, or serve as an excellent basis for refurbishment – perhaps back to its original black.

Unquestionably one of the finest cars that Cadillac has ever built, the V-16 Sport Phaeton has captivated generations of discerning collectors. Today provides a rare opportunity to join that elite group.







1910 MITCHELL MODEL S TOURING

\$150,000-200,000 without reserve

CHASSIS NO. S16259 ENGINE NO. 16259

Manufactured in Racine, Wisconsin, Mitchell Motor Car Company earned a reputation for building robust, mid-priced automobiles with advanced engineering. The 1910 Model S was its first six-cylinder, shown here in its most desirable form, with an F-head inline six producing 50 hp and a three-speed sliding-gear transmission.

This car's fascinating history begins in Southern Oregon, where it was discovered in service with a volunteer fire department, its original body removed in favor of a water tank. Remarkably, the firemen had preserved the body, enabling its reunion with the chassis when a Pennsylvania collector acquired the vehicle. In 1970, this car passed to California enthusiast Gerald Freck, who executed a

frame-off restoration and toured the car extensively until 1987. The Mitchell then entered the revered Carl J. Schmitt Collection and underwent another full restoration from 1990 to 1991 by Allan Schmidt of Horseless Carriage Restorations. An electric starter was thoughtfully added for ease of use. Schmitt toured with the car regularly, attesting to its exceptional reliability and comfort at modern touring speeds.

Still cosmetically striking, this seven-passenger touring car is ideal for HCCA events and concours gatherings alike. A genuine standout among early American sixes, the Model S was among the most powerful and sophisticated automobiles of its class, engineered to cover long distances with ease and refinement.

HIGHLIGHTS

First Year for Mitchell's Six-Cylinder Model
Expertly Restored with Original Body Reunited
Strong Candidate for National Concours and HCCA Events
Formerly Part of the Prestigious Carl J. Schmitt Collection
Desirable Seven-Passenger Touring Configuration

SPECIFICATIONS

425.6 CID F-Head Inline 6-Cylinder Engine
Estimated 50 BHP
Single Downdraft Carburetor
3-Speed Selective-Sliding Manual Gearbox
Rear Mechanical Drum Brakes
Front Solid Axle with Semi-Elliptical Leaf Springs
Rear Live Axle with Transverse and Semi-Elliptical Leaf Springs











1928 LINCOLN MODEL L SPORT PHAETON

\$100,000-\$150,000 without reserve

COACHWORK BY LOCKE & COMPANY
CHASSIS NO. 52897
ENGINE NO. 52897

By the mid-1920s, Lincoln had established itself as a leading American luxury marque, offering its clientele exceptional engineering paired with an increasingly diverse array of custom coachwork. Under Edsel Ford's guidance, Lincoln collaborated with top-tier coachbuilders – among them Locke & Company of New York, known for its expertise in open-body styles and association with stylists like John Tjaarda and W. Everett Miller. Among Locke's most elegant creations was the four-passenger Sport Phaeton, design 163A - an exceptionally handsome, low-slung body mounted on the durable Model L chassis. Just 266 examples were delivered in 1928, its most successful production year.

This Locke Sport Phaeton boasts a remarkable provenance. Originally

loaned by the Ford Motor Company to the White House for use by President Calvin Coolidge during his summer retreat in northern Wisconsin, it was later sold to its first private owner, Minneapolis resident Donald Weesner. Mr. Weesner, a pioneering car collector, preserved the Lincoln for decades. In 1957, he displayed it at the Minneapolis Aquatennial, where it drew the admiration of television host Ed Sullivan. Acquired by avid Lincoln enthusiast Stan Lucas at the Christie's sale of the Weesner Collection in 1999, this remarkable Model L Sport Phaeton still retains its original two-tone paint and showed just over 70,000 miles at the time of cataloguing. With known history from new, this superbly preserved, custom-bodied Lincoln is a rare, unrestored prize for discerning collectors of American classics.

HIGHLIGHTS

Among the Most Desirable and Sporting of All Classic Era Lincolns
Exceptionally Original Example of Locke's Elegant Model 163A Sport Phaeton
Loaned by Ford Motor Company to President Coolidge During Summer 1928
Acquired by Stan Lucas from the Estate of Original Owner Donald Weesner
A Significant CCCA Full Classic Ideal for Preservation Class Display

SPECIFICATIONS

385 CID L-Head V-8 Engine
Single Stromberg Carburetor
90 HP at 2,800 RPM
3-Speed Manual Gearbox
4-Wheel Mechanical Drum Brakes
Front Solid Axle with Semi-Elliptical Leaf Springs
Rear Live Axle with Semi-Elliptical Leaf Springs







1909 SIMPLEX 50 HP TOY-TONNEAU

\$1,750,000-\$2,500,000 without reserve

COACHWORK BY HOLBROOK-SINGER
CHASSIS NO. 5009325
ENGINE NO. 5009325

Originally known as the S&M Simplex, this great American marque was born from the New York City import firm of Smith & Mabley Inc. In 1907, the Simplex Automobile Company emerged when wealthy textile importer Herman Broesel acquired the firm's assets – including their East 83rd Street factory and brilliant chief engineer, Edward Franquist. Franquist had been working on a design to match or exceed the best of Europe, and Broesel gave him the means to realize it.

The result was nothing short of extraordinary. The new Simplex automobile took its inspiration from the German Mercedes-Simplex and employed a 597 cid T-head four-cylinder engine with nearly 3" valves and gun iron castings, delivering 50 hp to a four-speed transaxle with dual chain drive. Built for speed,

endurance, and elegance, the Simplex 50 HP was a genuine thoroughbred.

Its competition record was immediate and impressive. In 1908, a Simplex 50 HP shattered records at Brighton Beach, covering 1,177 miles in 24 hours – over 70 miles ahead of the nearest rival. In 1909, it won the National Stock Chassis race outright. Even in road-going form, a Simplex could top 75 mph with ease. Buyers of these \$5,000 machines – an astronomical price at the time – included America's wealthiest families. Custom bodies from elite East Coast firms like Brewster, Quinby, and Holbrook were fitted to the Simplex's robust Krupp steel chassis.

HIGHLIGHTS

Among the Finest and Most Desirable of All Antique Automobiles

Powerful 50 HP Chassis with Original Open Coachwork by Holbrook-Singer

Retained by the Original Owner Until 1954 with Just Three Private Owners

Since

Proven Veteran of Numerous Glidden and Transcontinental Tours A Fixture in the Stan Lucas Collection Since 2002 Rare Opportunity to Acquire One of the Great Chain-Drive Simplex Cars

SPECIFICATIONS

597 CID T-Head Inline 4-Cylinder Engine
Single Simplex Updraft Carburetor
50 HP (ALAM Rated)
4-Speed Manual Transaxle with Chain Drive
2-Wheel Mechanical Drum Brakes
Front Solid Axle with Semi-Elliptical Leaf Springs
Rear Live Axle with Semi-Elliptical Leaf Springs



Seth Grant Malby, Ogdensburg, New York (acquired new in 1909) Harold Bertrand, Auburn, New York

Warren Swift Weiant Jr., Newark, Ohio (acquired in 1954)

G. Whitney Snyder, Sewickley, Pennsylvania (acquired from the above circa 1977)

Stan Lucas (acquired from the estate of the above in 2002)

EXHIBITION HIGHLIGHTS

New York State Fair, 1951 (First Prize, Best Restoration)
Watkins Glen Grand Prix Concours d'Elegance, 1951 (Best in Class)
Syracuse Auto Show, 1952
AACA Ohio Region Fall Foliage Tour, 1953
Glidden Tour, 1954
Glidden Tour, 1955
Glidden Tour, 1956 (Best Performing Car)
Glidden Tour, 1957
Transcontinental Tour, 1968 (New York Times Trophy)

The 50 HP was built in limited numbers through 1913. When Broesel died in 1912, his heirs sold the company to a Wall Street syndicate that included the B.F. Goodrich family. A new long-stroke engine was introduced, and production moved from Manhattan to New Brunswick, New Jersey. In 1915, the Crane-Simplex Model 5 debuted – a refined luxury car far removed from the raw sporting might of the 50 HP.

With America's entry into WWI, the Simplex factory was repurposed for Hispano-Suiza aero engine production, and the marque quietly faded away. In total, just 1,460 Simplex chassis were built between 1907 and 1915.

The cars quickly became coveted antiques. Famed collector Henry Austin Clark Jr., who owned several, vividly recalled his first drive in a 50 HP:

"With the cutout open, the sound...is something like a minor disaster in an ammunition factory... As I reached second gear and accelerated, the entire car shook itself like a wet dog and took off down the road... I had just begun to realize why people used to pay over \$5,000 for one of these cars in 1910."

This 50 HP Simplex, chassis 5009325, was originally delivered to Seth Grant

Malby of Ogdensburg, New York, in 1909. Mr. Malby, a Cornell-educated mechanical engineer and naval architect, later rose to leadership roles at Alcoa and served on the War Production Board during WWII. His father, a US Congressman, gifted him the Simplex in celebration of his college graduation.

The Simplex remained with the Malby family until around 1951, when it surfaced in Auburn, New York, with early collectors Harold Bertrand and Margaret Lewis. Mr. Bertrand restored it that year, after it had been dormant since 1916. The car quickly earned accolades, winning "Best Restoration" at the New York State Fair and a class award at the Watkins Glen Grand Prix Concours d'Elegance.

In 1952, Margaret Lewis moved the car to Camden, and it appeared in several events, including the Jaycees show in Rome. That June, Mr. Malby took the car back to drive in his Cornell reunion parade – apparently believing it was still his. However, soon after, Mr. Bertrand sold the Simplex to Warren Swift Weiant Jr., a fellow Cornell engineer from Newark, Ohio.

Mr. Malby later sued Mr. Bertrand and Mr. Weiant to recover the car. Weiant, who had purchased it from Mr. Bertrand for \$1,750, produced a valid title. Mr. Bertrand unexpectedly died a week after the suit was filed, and Mr. Malby's efforts to reclaim the car ended when his suit was dismissed with prejudice in 1960.





FEATURED MEDIA

Antique Automobile, Vol. 19, no. 3, 1955
Antique Automobile, Vol. 20, no. 6, 1956
Antique Automobile, Vol. 33, no. 1, 1969
The Bulb Horn, July 1955, "2300 Miles on the Nose," by Warren Weiant Concours d'Elegance, by Joseph H. Wherry

Mr. Weiant, a board member of the AACA, became one of the car's greatest champions. He and his wife Eleanor drove it extensively – on the 1954 to 1957 Glidden Tours – and in 1956, they won the Thompson Products Award for Best Performing Car.

The car's crowning moment came in 1968, on the Commemorative Transcontinental Tour celebrating the famous 1908 New York-to-Paris race. Starting in Times Square, the Weiants and the Simplex drove 3,300 miles to San Francisco, winning the New York Times trophy for most points retained. Including their drive to the start and back to Ohio, they logged 6,700 miles – in a 60-year-old car with no windshield.

In the mid-1970s, Weiant sold the Simplex to noted collector G. Whitney Snyder of Sewickley, Pennsylvania, whose family had owned a similar 50 HP model since new. Mr. Snyder used the car on several major tours and was sold by his estate in 2002, when it was acquired by Stan Lucas.

One of the crown jewels of the Lucas collection, this 50 HP Simplex has been shown sparingly over the last two decades. Finished in tasteful dark green and retaining its original Holbrook-Singer Toy-Tonneau coachwork, the car is a sight to behold. Though mechanically dormant in recent years, it remains a

highly authentic, tour-proven machine awaiting sympathetic recommissioning.

Among pre-WWI American automobiles, the Simplex stands tall, with few genuine rivals in terms of quality, performance, and prestige. The original 50 HP model, with its short-stroke engine and chain drive, is considered the purist's Simplex, and fewer than 20 examples are known to survive.

This particular car is believed to be the oldest extant 50 HP Simplex in complete, as-delivered order. With continuous provenance, illustrious former keepers, original coachwork, and a record of serious long-distance performance, chassis 5009325 is a museum-grade example of one of the finest American motorcars ever built.

Opportunities to acquire a true 50 HP Simplex are exceedingly rare. To find one with this pedigree, presentation, and originality – offered publicly for the first time in over two decades – is something special indeed.







LOT 61









\$40,000-\$60,000 without reserve

CHASSIS NO. 6315

Founded in 1884, the Anderson Electric Car Company moved to Detroit in 1895 and began producing electric vehicles under the Detroit Electric name in 1907. The company's 1909 acquisition of Elwell-Parker - widely regarded as the best electric motors and controllers of their time - was crucial to their success. Having gained a reputation for quality, safety, and dependability, Detroit Electric advertised in 1914 that both Thomas Edison and Henry Ford were among their customers - Ford having purchased one for his wife, Clara. Production peaked in 1916 with 1,893 cars built.

The Brougham body style was designed to accommodate ladies in long dresses and hats, making it easy for them to step in and out of the car. This Detroit Blue example features such refined touches as cut-glass bud vases, interior lights, and a padded footrest. Though requiring recommissioning and batteries to be fully operational, this charming example is sure to spark interest for enthusiasts of the first era of electric cars.

HIGHLIGHTS

Innovative and Exciting Early Electric Car

Desirable Brougham Model Presented in Detroit Blue

Equipped with Cut Glass Bud Vases, Interior Lights, and Padded Footrest

SPECIFICATIONS

48-Volt DC Electric Motor Rear Mechanical Drum Brakes 4-Wheel Semi-Elliptical Leaf Springs

The Property of Noted Collector Ann Klein's Family for Nearly 60

HIGHLIGHTS

American automotive history.

records.

A Spacious and Well-Engineered Motorcar Designed for Long-Distance Touring A Powerful and Rarely Seen Six-Cylinder Classic

SPECIFICATIONS

347.9 CID L-Head Inline 6-Cylinder Engine 33.75 HP (Rated)

\$70,000-\$90,000 without reserve

Alexander Winton was a pioneer in cycling and early motoring. Joining

the industry in 1897, Winton automobiles were known for their power

The known history for this 1916 Winton Model Six-33 Touring dates to

the late 1940s, when J. Henry Fisher of Pennsylvania purchased it and

subsequently gave it to his daughter, Ann Klein, who would go on to

found Universal Tire, a manufacturer of tires for classic cars. Mrs. Klein and her husband William became noted car collectors.

During her ownership, Mrs. Klein participated in many events, including the 1976 Transcontinental Tour. Mrs. Klein kept the Winton until her

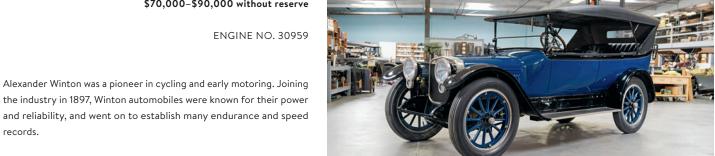
passing in 2007, and Stan Lucas purchased it from her estate, which was

sold by Gooding & Company that year. This restored Winton is an

attractive example of a marque that made an important contribution to

ENGINE NO. 30959

4-Speed Manual Gearbox









1930 PACKARD 734 SPEEDSTER RUNABOUT

\$1,200,000-\$1,500,000 without reserve

PACKARD VEHICLE NO. 184087 ENGINE NO. 184094

In early 1929, the Packard executives in Detroit circulated a memo to their distributors describing a new, high-speed sporting model to be built for the upcoming Seventh-Series lineup in extremely limited numbers, and available by special order only. The brainchild of Col. Jesse G. Vincent, Packard's vice president of engineering, the 734 Speedster was in every way a factory hot rod, built on Packard's short 134.5" wheelbase chassis, and equipped with 19" wheels, high-speed rear end (3.31:1), finned brake drums, and a tuned Deluxe Eight 385 cid straight eight with special manifolds. Featuring an exotic twinthroat Detroit Lubricator carburetor, hemispherical combustion chambers, a cutout-equipped exhaust system, and a high-compression cylinder head, the open Speedsters produced a stout 145 hp. After the Duesenberg Model J, it was

the most powerful eight-cylinder American car available to the public in 1930.

The 734 Speedsters could reach 60 mph in second gear when new and had a top speed in excess of 110 mph – figures that were virtually unheard of for any production car in the period, let alone a well-appointed luxury car. When new, they commanded more than \$5,000 – at a time when a new Ford roadster cost just \$460.

Exclusive from the outset, and never advertised, the 734 Speedster was offered in five distinct body styles: boattail runabout, phaeton, two-door victoria, sedan, and the 2/4-place runabout roadster which followed soon after the

HIGHLIGHTS

A Genuine and Highly Respected 734 Speedster Runabout with Known History Since New

Extensively Toured and Shown in Single Family Ownership for over 50 Years One of as Few as Six Pure, Unquestioned Examples Remaining Accompanied by Fascinating Historical File

One of the Rarest, Most Sporting, and Exquisitely Designed Packards in the Company's History $\,$

SPECIFICATIONS

384.8 CID L-Head Inline 8-Cylinder Engine
Detroit Lubricator Twin-Throat Updraft Carburetor
145 BHP at 3,400 RPM
4-Speed Manual Gearbox
4-Wheel Finned Mechanical Drum Brakes
Front Beam Axle with Semi-Elliptical Leaf Springs
Rear Live Axle with Semi-Elliptical Leaf Springs



Stan Lucas (acquired from the above)

Nelson W. Brinckerhoff, Englewood, New Jersey (acquired new in 1930)
Nat Weiss, Flushing, New York (acquired from the above circa 1932)
Kermit Chandigian, Brooklyn, New York (acquired from the above in 1951)
George Jepson, Hillsdale, New Jersey (acquired from the above in 1951)
Donald R. Peterson and Family, Atlanta, Georgia (acquired from the above in 1973)

initial announcement. Custom tailored to the dimensions of the 734 chassis, the bodies were built in Packard's in-house custom coachworks, where they were constructed narrower and lower than standard bodies. In addition, the cowl was moved rearward by 6" to create more sleek and striking proportions. While most body styles were more conservative, the boattail runabout in particular, with its minimal top and staggered seating arrangement, was overtly sporting and proved to be the most popular variant. In all, just 113 examples of the 734 are estimated to have been built, just 39 of which were outfitted with the runabout boattail body, including the Packard offered here.

Nelson W. Brinckerhoff was orphaned at just two years of age, but adopted by his uncle, who was established in the high-society circles of the affluent enclave of Englewood, New Jersey. Living on a substantial inheritance, Mr. Brinckerhoff purchased this 734 Speedster Runabout new when he was 21 years old and had it shipped to his home in Switzerland. One can easily imagine what an exotic sight the sleek Speedster was on the idyllic avenues and roads near his Alpine residence.

Around 1932, Mr. Brinckerhoff sold his 734, which may have coincided with his purchase of the Murphy-bodied Duesenberg Model J Dual-Cowl Phaeton, J-175. According to the Speedster Eight Register, Nat Weiss purchased the

734, likely directly from Mr. Brinckerhoff and possibly while the car was still in Europe. Mr. Weiss had the 734 shipped back to the US and maintained ownership for over 15 years. Beginning in about 1946, Mr. Weiss frequented a Shell service station in Hillsdale, New Jersey, owned by George Jepson, who was immediately smitten with the sleek Packard and attempted to buy the car on the spot from Mr. Weiss. With Mr. Jepson's offers rebuffed for years, the two men eventually fell out of touch. When Mr. Jepson was able to re-establish contact in 1951, Mr. Weiss informed him that he had sold the Speedster just two weeks prior. Fortunately, Mr. Jepson was able to make a deal with that buyer, Kermit Chandigian, after just two months of ownership.

With his prize finally in hand, Mr. Jepson commenced a substantial restoration of the Packard, and debuted it at the very first CCCA Grand Classic, where the car earned Senior award badge no. 5. Mr. Jepson later became president of the CCCA, and he and his wife enjoyed numerous CCCA CARavans in the 734, contributing to the 50,000 miles they drove during their 22-year stewardship.

Donald R. Peterson of Atlanta, Georgia became the 734's next steward in 1973, having first seen the car in 1958, and vowing to own it someday. Mr. Peterson and his family maintained and drove their cherished Packard for the next 50 years, participating in CARavans, Glidden Tours, and even the Colorado Grand







EXHIBITION HIGHLIGHTS

(Spirit of Detroit Grand Award)

CCCA Grand Classic, New Jersey, 1953 CCCA CARavan, "One Lap of America," 1995 Pebble Beach Concours d'Elegance®, 2000 Amelia Island Concours d'Elegance, 2001 (Amelia Award) Meadow Brook Concours d'Elegance, Michigan, 2001 (Lion Award) Colorado Grand, 2004

Concours d'Elegance of America at St. John's, Michigan, 2017

(continued)

The Elegance at Hershey, Pennsylvania, 2017
Dayton Concours d'Elegance at Carillon Park, Ohio, 2017
(Charles Huber Most Elegant Automobile)
The Greenbrier Concours d'Elegance, West Virginia, 2020
(Springhouse Award)
Holiday Motor Excursion, Pasadena, California, 2024



in 2004. However, by far the most epic excursion undertaken in the Packard was the Petersons' 29-day, 9,638-mile odyssey, on a circuitous tour of the US in 1995, during which they logged mileage in all of the 48 contiguous states in the US, naming their adventure "One Lap of America."

The Peterson family's tenure with the 734 concluded in 2024, when it was acquired by Stan Lucas, fulfilling a goal he had held for many years to own a genuine Speedster Runabout. Shortly before the change in ownership, the Speedster underwent a light restoration, renewing key items, including exhaust, electrical, and suspension components. Details of the work are contained in a 97-page historical dossier, included with the sale.

Over the decades, the beauty, performance, and radical proportions of the few surviving Packard 734s have earned them a mythical status among collectors of American classics. Revered in knowledgeable circles as one of the very best Speedster Runabouts, and with a distinguished roster of owners, there is no question that this A-list Packard represents an opportunity to be seized.







1914 STUTZ MODEL 4E TOURING

\$100,000-\$150,000 without reserve

CHASSIS NO. 4E2018 ENGINE NO. AI-526

Combining rarity, provenance, and award-winning restoration, this remarkable early Stutz is believed to be the only surviving example of a six-passenger 1914 Model 4E Touring.

Retaining its original chassis and a 390 cid T-head Wisconsin inline four-cylinder engine, this Model 4E delivers an impressive 60 hp at 1,500 rpm, channeled through a three-speed transaxle – a sophisticated setup drawn from the brand's racing lineage. As one of the most advanced American cars of its time, the 4E Touring offered performance, innovation, and refined design, carrying forward the competitive DNA that made Stutz a household name following its celebrated 1911 Indianapolis 500 debut, inspiring the slogan "The Car That Made Good in a Day."

This particular Stutz boasts exceptional authenticity, having been acquired in highly original condition from Christie's famed A.K. Miller Collection auction in 1996. The completeness of the unrestored car, down to its original custom seat covers, enabled a faithful restoration to be carried out in 1998 by Robinson Restorations of Limerick, Pennsylvania for then-owner Andrew L. "Drew" Lewis Jr. Every detail – from embossed Stutz door panels to reproduction diamond-patterned side curtains – was executed to exacting standards. The result was a concours-quality example that has garnered both Senior and Grand National honors from the AACA. Driven sparingly since its restoration, it remains in exceptional condition today.

HIGHLIGHTS

Only Known Surviving 1914 Stutz Model 4E Touring
AACA Senior and Grand National Award-Winning Restoration
Formerly Part of the Legendary A.K. Miller Collection
Faithfully Restored by Robinson Restorations in 1998
An Outstanding Example of Early American Performance and Innovation

SPECIFICATIONS

390 CID T-Head Inline 4-Cylinder Engine
Estimated 60 BHP at 1,500 RPM
3-Speed Manual Transaxle
2-Wheel Mechanical Rear Drum Brakes
Front Solid Axle with Semi-Elliptical Leaf Springs
Rear Live Axle with Semi-Elliptical Leaf Springs











1910 STEVENS-DURYEA MODEL Y SEVEN-PASSENGER TOURING

\$225,000-\$300,000 without reserve

CHASSIS NO. 20159 ENGINE NO. 153

The Stevens-Duryea company, founded by J. Frank Duryea in Chicopee Falls, Massachusetts, introduced its first automobile in 1901. The company quickly established a reputation for producing cars that stood out for their quality, durability, and advanced features. By 1904, Stevens-Duryea had introduced a groundbreaking three-point motor suspension mounting, which became a hallmark of their vehicles.

In 1905, Stevens-Duryea unveiled the Model R, their first four-cylinder automobile, boasting an impressive 20 hp. However, it was the Model S of 1906 that truly solidified the company's status in automotive history. The Model S was a massive,

six-cylinder, shaft-drive machine that delivered a remarkable 50 horsepower. Priced at \$5,000 – an extraordinary sum at the time – this model was one of the first six-cylinder automobiles offered by an American manufacturer. Its success led to it becoming the sole configuration offered by Stevens-Duryea.

Stevens-Duryea's commitment to precision engineering was evident in the many advanced features of their cars. Engines were meticulously built without gaskets, relying on precision-machined surfaces for sealing. Internal components, such as connecting rods, were weighed for consistency, and each engine was run for hours on a test bed before being put into service.

HIGHLIGHTS

One of the Highest-Quality, Most Desirable Brass-Era American Automobiles Powerful Six-Cylinder Chassis with Elegant and Imposing Touring Coachwork One of Fewer Than 10 Examples of this Model Known to Survive Provenance Includes Noted Collectors D. Cameron Peck and Arthur Atwater Kent Jr.

Displayed in Pennsylvania's William Penn Memorial Museum for 40 Years

SPECIFICATIONS

480 CID L-Head Inline 6-Cylinder Engine
Single Updraft Carburetor
54 HP (Rated)
3-Speed Manual Gearbox
2-Wheel Mechanical Drum Brakes
Front Solid Axle with Semi-Elliptical Leaf Springs
Rear Live Axle with Semi-Elliptical Leaf Springs and Transverse Leaf Spring



D. Cameron Peck, Chicago, Illinois (acquired by 1952)

Arthur Atwater Kent Jr., Philadelphia, Pennsylvania (acquired from the above in 1952)

The William Penn Memorial Museum, Harrisburg, Pennsylvania (acquired from the above in 1956)

Stan Lucas (acquired from the above in 1996)



The Model Y, introduced in 1909 with a 142" wheelbase, was one of the finest examples of Stevens-Duryea's craftsmanship. Priced at \$4,000, the Model Y was notable for its imposing scale and coachwork. Despite its size, the car was well proportioned and relatively lightweight thanks to the body's aluminum construction. The Model Y was available with or without front doors, with the doorless version prized by collectors for its graceful design.

This 1910 Seven-Passenger Touring is one of fewer than 10 examples of the Model Y that survive today. In 1952, it was part of Chicago-based collector D. Cameron Peck's dispersal sale, where it was hailed as one of the largest and most refined touring cars built by any American manufacturer. The auction catalogue described it as a freshly-restored "show piece" and a perfect example of a Glidden tourer. Arthur Atwater Kent Jr. of Philadelphia, the noted radio heir, car collector, and philanthropist, acquired the Stevens-Duryea at Peck's legendary auction and donated it in 1956 to the William Penn Memorial Museum of Harrisburg, Pennsylvania. The car remained a static museum display for 40 years, until it was sold to Stan Lucas at Christie's 1996 Pebble Beach auction.

Although it has not been started or driven in decades and will require restoration to be roadworthy, this Model Y's rarity, impressive scale, and outstanding provenance place it among the most significant Stevens-Duryea cars in existence.









1925 DOBLE SERIES E COUPE

\$400,000-\$600,000 without reserve

COACHWORK BY MURPHY CHASSIS NO. E-24

Completed well along in the production series of Abner Doble's masterpiece, this Series, chassis E-24, was finished in June 1925 at the Emeryville, California, factory wearing a handsome coupe body by Murphy. This particular Doble would lead a fascinating existence and has survived to this day against formidable odds. This Doble served as Abner Doble's personal car, and as such, was treated to all of the company's newest innovations – including the first draft booster turbine, which optimized heat circulation within the boiler – and was fitted with four-wheel brakes and special Robert Bosch headlamps. Doble employee Barney Becker related stories of Abner's extensive mileage in E-24, and how it was also regularly pushed to its limits. Mr. Doble would call Becker to say that he was leaving his Berkeley home and to open wide the factory's front doors;

minutes later, Doble and E-24 would arrive with a screech, having covered the 12 miles of city driving in under 20 minutes – in 1925.

Mr. Doble took E-24 with him to New Zealand and used it both as his personal transport and to demonstrate the capabilities of steam power to throngs of amazed onlookers on the steepest hill he could find. A press report of one such event reads: "Running up the middle of the hill the car stopped, without brakes, poised against steam pressure. Then the throttle was opened, the car simply picked up without a sensation of effort and rolled over the crest at 25 mph. It is a remarkable sensation. There is no racing engine or simultaneous juggling with the clutch and brake – just the impression of bottled power."

HIGHLIGHTS

Retained by Abner Doble as His Personal Car Handsome Closed Coachwork by Walter Murphy of Pasadena, California Restoration Performed by Harrah's Automobile Collection in the Mid-1960s Features Known History Since Leaving the Emeryville-Based Doble Factory An Outstanding Example of the Rare and Magnificent Doble Steam Car

SPECIFICATIONS

Steam-Powered Woolf Cross-Compound 4-Cylinder Engine
Estimated 125 BHP and 1,000 LBS./FT. of Torque
Fixed Transmission with Direct Drive
4-Wheel Mechanical Drum Brakes
Front Beam Axle with Semi-Elliptical Leaf Springs
Rear Live Axle with Semi-Elliptical Leaf Springs



Abner Doble, California (acquired new in 1925)

Mortimer Harmon Lewis, Cheam, Surrey, England (acquired from the above in 1936)

Mr. Elliott, UK (acquired from the above circa 1950)

D.C. Potter, Norfolk, England (acquired from the above in 1952)

McCulloch Corporation, Los Angeles, California (acquired from the above circa 1953)

Richard Hempel, Kansas City, Missouri (acquired from the above in 1954) Harrah's Automobile Collection, Sparks, Nevada (acquired from the above in 1964)

General William Lyon, Orange County, California (acquired from the above in 1986)

William Schutz, Los Angeles, California (acquired from the above in 1987) Stan Lucas (acquired from the above in 1987)

Mr. Doble was in New Zealand to work on the engineering of the earliest A & G Price Ltd. steam buses. One of the prototypes was fitted with E-24's experimental draft booster; unfortunately, it was never returned to the car. Later, the Coupe was shipped to the UK, again providing primary transport for Abner Doble while he was working for Sentinel Waggon Works on their line of steam trucks. There, E-24 received a new steam generator, throttle, and burner, which remain on the car today.

Following Doble's ownership, E-24 passed through a series of custodians, under whose stewardship it underwent several modifications, including having its roofline rounded, quarter-windows added, and occasional seats installed in the rear. The car made its way back to the US in the early 1950s, and in 1964 found its way to William Harrah's automobile collection in Sparks, Nevada – but not before a stint at the McCulloch Corporation, whose principals sought to develop and market a steam car of their own.

The McCulloch engineers, seeking to test the competition, ran the engine with the car's front bumper against a wall, leading to the failure of the crankshaft. Interim owner Richard Hempel repaired E-24's crankshaft before selling it to Bill Harrah in 1964. Once it was safely in the Harrah workshops, the Doble was treated to a thorough, top-level restoration. Master craftsman Cal Tinkham was

EXHIBITION HIGHLIGHTS

Pebble Beach Concours d'Elegance®, 1968 (First in Class) Pebble Beach Concours d'Elegance®, 1997 (Exhibit Only)

FEATURED MEDIA

Automobile Quarterly, Vol. 8, No.1, "The Steam Odyssey of Abner Doble," by Maurice D. Hendry

The Doble Steam Car, by Jim Crank

charged with the renewal of E-24, which saw the completion of the chassis and powerplant to factory specifications and the Murphy coachwork restored – reversing modifications that had taken place over the years, including rebuilding the original, squared roofline. Once complete, E-24 was entered on exhibit-only status in the Pebble Beach Concours d'Elegance® in 1968. In 1986, General William Lyon purchased the Doble Coupe for his growing Southern California collection, but did not keep it for long. After a short stint with William Schutz of Los Angeles, the Murphy Coupe was acquired by Stan Lucas in 1987 – it was the third to join his growing group of Dobles.

Doble E-24 is a true standout, even among its rarefied brethren. Not only was it the personal car of Abner Doble, it endured years of globetrotting, and survived its vulnerable interim decades nearly completely intact, never suffering the many injustices inflicted upon aging exotic automobiles. Its striking original coachwork survives in place as well. Though it has not been operational for a number of years, E-24's major components are present, and it is most deserving of being brought back to service, which is perhaps the best possible next chapter for Doble's Doble.











1922 MERCER SERIES 5 RACEABOUT

\$250,000-\$350,000 without reserve

CHASSIS NO. 17740 ENGINE NO. 6312

The L-head Mercer Raceabout, built from 1915 to 1923, was equipped with notable features such as staggered semi-bucket seats, lightweight coachwork, and clamshell fenders. For the sporting driver, there was no other American car available at the time that gave the same thrill as a Mercer Raceabout on a country road.

According to Stan Smith's Mercer Roster, the earliest known owner of this Mercer Series 5 Raceabout, chassis 17740, was Roswell Moore of Albuquerque, New Mexico. In 1954, Mr. Moore shipped this Mercer Raceabout to the UK to compete in that year's Anglo-American Vintage Car Rally. Alongside luminary figures in the hobby – such as Samuel Bailey, Rod Blood, and

Henry Austin Clark Jr. - Mercers, a Simplex, and others traversed the country from Edinburgh to Goodwood, competing in hill climbs, circuits, and displays along the way. The results were seen to favor the home team, however, as the *Horseless Carriage Club Gazette* reported, "despite their cordiality, the British managed to defeat the Americans by a wide margin." Black and white photographs, and even a movie short, show the Mercer painted in a light color, much as it appeared over 40 years later.

In 1963, Roswell Moore offered his Mercer for sale at the then-princely sum of \$10,000. The most likely buyer seems to be Dr. Samuel L. Scher, as he is known to have been the penultimate owner. In 1966, Dr. Scher's then-famous collection

HIGHLIGHTS

Competed in the 1954 Anglo-American Vintage Car Rally Formerly in the Dr. Samuel L. Scher and Richard C. Paine Jr. Collections; Two Ownerships Since 1966

Extensive Show-Quality Restoration Under Stan Lucas' Ownership Shown at the Pebble Beach Concours d'Elegance® in 2015 Handsome Nickel Era Mercer, Ideal for Show or Touring

SPECIFICATIONS

298 CID L-Head Inline 4-Cylinder Engine Single Updraft Penberthy Carburetor 72 HP at 2,000 RPM 4-Speed Manual Gearbox

Single Foot Brake on Driveshaft with Internal-Expanding Hand Brakes on Rear Wheels

Front Beam Axle with Semi-Elliptical Leaf Springs Rear Live Axle with Semi-Elliptical Leaf Springs



Roswell Moore, Albuquerque, New Mexico (acquired by 1954)

Dr. Samuel L. Scher, Mamaroneck, New York (acquired from the above

Richard C. Paine Jr., Seal Cove, Maine (acquired from the above in 1966) Stan Lucas (acquired from the above in 2008)



was predominantly acquired by Richard C. Paine Jr. in a landmark transaction worth several hundred thousand dollars - reportedly requiring Paine to sell an island to his brother in order to pay for the deal. The Mercer remained in the Paine collection until 2008, when a portion of Seal Cove's public display on Mount Desert Island was sold to create an endowment for its future.

Stan Lucas acquired the Mercer at that public auction, where it was finished in a light yellow scheme - quite possibly the same livery it had worn since the 1950s. He commissioned an extensive restoration, which included chassis repairs, engine refurbishment, and cosmetic work. During this process, it was decided to change the yellow to the more subtle and very elegant two-tone dark green over black livery the car wears today. Upon completion, the Mercer made its debut at the Pebble Beach Concours d'Elegance® in 2015.

If one needed any further convincing to acquire a 1920s Mercer – or indeed this car - the fact that it has passed through the hands of collectors such as Dr. Samuel L. Scher, Richard C. Paine Jr. and Stan Lucas makes a persuasive case!











1911 POPE-HARTFORD MODEL W 50 HP FIVE-PASSENGER TOURING

\$200,000-\$300,000 without reserve

ENGINE NO. 7824

Colonel Albert A. Pope made his fortune producing bicycles just before the turn of the century. However, Colonel Pope saw a tremendous future in the budding automobile industry, and by 1903 the Pope Manufacturing Company was building automobiles. By 1906, the company was manufacturing a wide range of automobiles of different types, each through different regional factories: the Pope-Waverly was an electric car, and the Pope-Tribune was a lower-priced automobile. The Pope-Toledo, (made in Toledo, Ohio) and the Pope-Hartford, (made in Hartford, Connecticut) occupied the upper segment of the luxury market.

Pope-Hartfords were revered for their impressive performance and quality.

Their overhead valve, four-cylinder engines, with just under 400 cubic inches of displacement, proved to be very efficient and powerful. These 50 HP Pope-Hartfords could easily and comfortably tour all day long in excess of 60 mph.

This Model W 50 HP Five-Passenger Touring was discovered in unrestored, but remarkably complete, condition circa 1950 by collector Whitney Snyder of Sewickley, Pennsylvania. The Snyder family are noted for having owned multiple Simplex 50 HPs from new and owned the 1909 example in the Stan Lucas Collection in later years. Under Snyder's ownership, the Pope-Hartford was restored in Purple Lake paint with bare-wood wheels, and was photographed by Henry Austin Clark Jr. as part of his Long Island Auto Museum postcard series.

HIGHLIGHTS

Superb Example of a Great American Antique
One of Just a Few 50 HP Tourings That Retain Original Coachwork
Formerly Owned by Noted Collectors Whitney Snyder and E.R. Bourne
Driven on the 1995 Can-Am Transcontinental Reliability Run
A Part of the Stan Lucas Collection for 25 Years

SPECIFICATIONS

389.9 CID OHV Inline 4-Cylinder Engine
Single Updraft Carburetor
50 HP (Rated)
4-Speed Manual Gearbox
2-Wheel Mechanical Drum Brakes
Front Solid Axle with Semi-Elliptical Leaf Springs
Rear Live Axle with Semi-Elliptical Leaf Springs



Whitney Snyder, Sewickley, Pennsylvania (acquired circa 1950) Indianapolis Motor Speedway Museum, Indiana (acquired from the above circa early 1960s)

E.R. Bourne, San Diego, California (acquired from the above circa late 1960s)
Joel Naive, Bigfork, Montana (acquired from the above circa 1980)
Doug Magee, Middlefield, Connecticut (acquired from the above in 1990)
Barry Hon, Dana Point, California (acquired from the above in 1999)
Stan Lucas (acquired from the above in 2000)

EXHIBITION HIGHLIGHTS

Can-Am Transcontinental Reliability Run, 1995



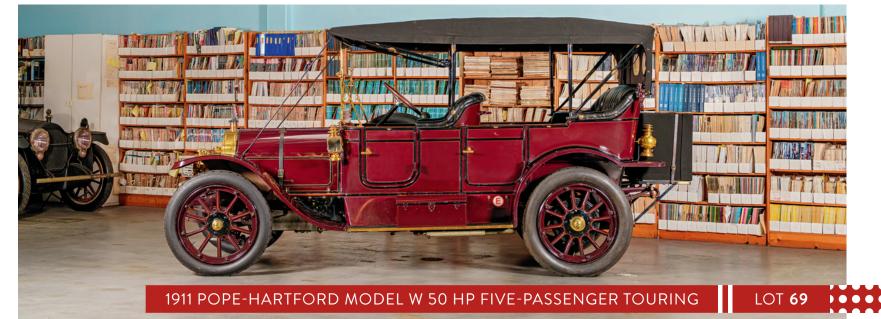
Following Snyder's ownership, the 50 HP was in the care of the Indianapolis Motor Speedway Museum, then Pope authority E.R. Bourne of San Diego, followed by collector Joel Naive, and later in 1990 by collector Doug Magee of Middlefield, Connecticut. Under Mr. Magee's ownership, the wheels were correctly refinished in the color of Purple Lake, an electric starter was added for ease during tours, the seats and top were retrimmed, and the engine and gearbox were rebuilt. Magee used the powerful car on many Brass Era tours, including the 1995 running of the 3,500-mile Can-Am Transcontinental Reliability Run.

Acquired by Stan Lucas in 2000, this 50 HP Pope-Hartford is particularly significant as one of just two surviving examples in this body style that retain their original coachwork – and the only five-passenger example. This car is further distinguished by its provenance, having been in the hands of passionate Pope collectors for three-quarters of a century.

Held in high regard by early car enthusiasts, these high-horsepower Pope-Hartfords are some of the finest, best-performing American automobiles of their period. In consideration of its event eligibility, rarity, originality, and known ownership history, this 50 HP Pope-Hartford presents an exciting opportunity to collectors of the most significant antiques.











1916 CRANE-SIMPLEX MODEL 5 SEVEN-PASSENGER TOURING

\$100,000-\$150,000 without reserve

COACHWORK BY FREDERICK R. WOOD & SONS
CHASSIS NO. 2381
ENGINE NO. 2404

The Crane-Simplex Model 5 was among the largest, most powerful, and most expensive American automobiles of the interwar era. Comparable in price, quality, and prestige to the Rolls-Royce Silver Ghost, these grand motorcars were delivered as rolling chassis to be fitted with bespoke coachwork. This Model 5 retains its original seven-passenger touring body by Frederick R. Wood & Sons, a distinguished Manhattan coachbuilder with roots in mid-19th-century carriage making. After producing commercial vehicles at the dawn of the 20th century, the firm transitioned to luxury automobiles, crafting elegant, formal bodies for marques including Rolls-Royce, Mercedes, and Thomas Flyer.

Originally delivered to Portsmouth, New Hampshire, this Crane-Simplex was

acquired shortly after WWII by Arthur Homan. Between 1946 and 1950, it was co-owned by Malcolm Thompson and Roger Cutting, who drove it 1,400 miles on the VMCCA's inaugural Glidden Tour revival. In his classic book *Motor Mania*, Mr. Cutting reflected, "After the fine trip we had in the Crane-Simplex, she occupied a solid place in our affections." In 1952, the car passed to collector Joseph Ott of Providence, Rhode Island, remaining in his family's ownership for 55 years and benefiting from the care of renowned specialists Ralph Buckley and Frank Cooke. Acquired by Stan Lucas in 2007, it was shown at the 2009 Pebble Beach Concours d'Elegance®. This majestic motorcar remains fundamentally unrestored, showing fewer than 17,000 miles and offering exceptional provenance, originality, and historical significance.

HIGHLIGHTS

One of the Most Exclusive American Luxury Cars of the Interwar Period High-Quality Aluminum Body by New York Coachbuilder Frederick R. Wood & Sons

Participated in the VMCCA's Inaugural Glidden Tour Revival in 1946 Formerly Owned by *Motor Mania* Author Roger Cutting and Collector Joseph Ott

Displayed at the 2009 Pebble Beach Concours d'Elegance®

SPECIFICATIONS

564 CID L-Head Inline 6-Cylinder Engine
Single Updraft Carburetor
110 HP (Rated)
4-Speed Manual Gearbox
2-Wheel Mechanical Drum Brakes
Front Solid Axle with Semi-Elliptical Leaf Springs
Rear Live Axle with Semi-Elliptical Leaf Springs







1934 DUESENBERG MODEL J DISAPPEARING-TOP CONVERTIBLE COUPE

\$3,000,000-\$3,500,000 without reserve

COACHWORK BY MURPHY CHASSIS NO. 2490 ENGINE NO. J-461

Of the long and distinguished list of American coachbuilders, the Walter M. Murphy Company firmly established itself as one of the most celebrated and memorable. Of the 140 bodies that the Pasadena-based firm created for the immortal Model J Duesenberg – in a wide array of open and closed styles – over one-third of them were the company's signature sporting convertible coupe. The style became so popular that, by the early 1930s, Murphy had begun to construct "bodies in white" so that customers clamoring for the popular open-body style would not have to wait to receive coachwork for their new Duesenberg.

In the early 1920s, Murphy General Manager George R. Fredericks and Murphy designer Franklin Hershey devised a mechanism that would stow away the

convertible's top in a well behind the seats and make it "disappear" under a metal canopy that fit flush with the body. This gave the bodywork a sleek and unencumbered profile. Bodies that featured this innovation were known as Disappearing-Top Convertible Coupes and became one of Murphy's most popular designs. It certainly remains so today.

The story of J-461 begins in 1931, when Siegfried Roebling purchased his new Model J Duesenberg, a LaGrande "Sweep Panel" Dual-Cowl Phaeton. Mr. Roebling was the grandson of John Roebling – of Brooklyn Bridge construction fame – whose family also organized and financially backed the Mercer Automobile Company of Trenton.

HIGHLIGHTS

One of Approximately Three Disappearing-Top Examples Fitted with Dual Rear Spares

Fascinating History Beginning with a Prominent Member of the Roebling Family

Outstanding Concours-Level Restoration by the Renowned Fran Roxas Retains Original Engine, Chassis, and Firewall per *Duesenberg: The Mightiest American Motor Car* by J.L. Elbert

Among the Most Striking, Sporting, and Desirable of All Model J Duesenbergs

SPECIFICATIONS

420 CID DOHC Inline 8-Cylinder Engine
Stromberg Downdraft Carburetor
265 BHP at 4,200 RPM
3-Speed Manual Gearbox
4-Wheel Hydraulic Drum Brakes
Front Solid Axle with Semi-Elliptical Leaf Springs
Rear Live Axle with Semi-Elliptical Leaf Springs



Siegfried Roebling, Morris Plains, New Jersey (acquired new in 1931)
Richard Harris, New Haven, Connecticut (acquired in the early 1940s)
Jim Hadley, Washington, D.C. (acquired circa mid-1940s)
James G. Groendyk, Upper Saddle River, New Jersey (acquired by late 1950s)
Private Collection, Florida (acquired circa 1960s)
M.H. 'Tiny' Gould, Pennsylvania (acquired in 1970)

Richard Boeshore, Pennsylvania (acquired in 1970)

Within its first few years, the Duesenberg was involved in an accident that damaged its coachwork. The car was returned to the Duesenberg factory and, rather than repair the Phaeton, a Disappearing-Top Convertible Coupe body was mounted atop J-461, featuring the incredibly rare option of dual rear-mounted spares. This arrangement helped to visually lengthen the already sporting roadster, allowing the sweep of the front fenders to dominate the design.

When it was completed in 1934, J-461 represented the best of both worlds: a relatively late chassis fitted with the classic, early-style fenders and other features that gave it the appearance of a car completed in the late 1920s or early 1930s. As was common practice at the time, Duesenberg retitled J-461 as a 1934, and treated it as though it was an entirely new product.

Mr. Roebling passed away suddenly in 1936; however, the dashing Model J remained on the East Coast, eventually coming to the attention of Richard Harris of New Haven, Connecticut, who bought it in the early 1940s. Jim Hadley of Washington, D.C., has been recorded as owning the Duesenberg shortly thereafter, and the dramatic two-tone livery was changed to a single dark color. Photos taken at the time illustrate J-461's distinctive rear spares.

In the late 1950s, the Duesenberg was purchased by collector James G. Groendyk

(continued)

John Wheatley, Oklahoma (acquired from the above in 1984)
William Buddig, Chicago, Illinois (acquired from the above by 1985)
Jerry J. Moore, Houston, Texas (acquired from the above circa mid-1990s)
John O'Quinn, Houston, Texas (acquired from the above in 2005)
Private Collection, California (acquired from the estate of the above in 2010)
Stan Lucas (acquired from the above)

of Upper Saddle River, New Jersey. From there, it is believed to have been sold to a private collector in Florida, before making its way back to the Northeast in 1970, when it was acquired by M.H. 'Tiny' Gould of Pennsylvania. Later that year, the splendid Convertible Coupe was sold to Richard Boeshore, also of Pennsylvania.

In the mid-1970s, under Mr. Boeshore's care, the grand Duesenberg was shown at Hershey, where it received an AACA award for its handsome appearance and authenticity. A photo taken at the time shows the Duesenberg looking quite similar to its current presentation. Mr. Boeshore appears to have retained the Duesenberg until November 1984, when it was sold to John Wheatley of Oklahoma, who in turn sold it to Chicago resident William Buddig of the well-known Buddig meat company. Mr. Buddig was a noted collector, who already had an impressive stable of significant American classics when the substantially unrestored Duesenberg caught his attention.

Mr. Buddig entrusted close friend, and respected Duesenberg specialist, Fran Roxas, to perform a show-quality restoration, which was completed in 1985. The impeccably restored Model J was truly a marvelous sight. Finished in solid black, the Duesenberg – with its split rear bumper, single center-mounted driving light, and lovely, unbroken lines – was poised to capture the most





EXHIBITION HIGHLIGHTS

Pebble Beach Concours d'Elegance®, August 1986 (First in Class)
ACD Club Annual Reunion, Indiana, September 1986
(Best Score, ACD Fred Duesenberg Award, Best of Show)
Tucson Concours, Arizona, 1986 (Best of Show)
Gilmore Car Museum Duesenberg Show, Michigan, June 1987
(Best Model J Duesenberg)
Meadow Brook Concours d'Elegance, Michigan, August 1987 (First in Class)
Chicago International Concours, 1989 (Best of Show)
Pebble Beach Concours d'Elegance®, 2011

important concours awards. Over the next decade, it met that expectation.

At the ACD Club Annual Reunion in 1986, J-461 was awarded Best Score, the ACD Fred Duesenberg Award, and Best of Show. Mr. Buddig then displayed his Duesenberg at the 1986 Pebble Beach Concours d'Elegance®, where its highly accurate presentation, meticulous restoration, and rare design features helped it capture First in Class in one of the most competitive categories of the day. At the Tucson Concours that same year, J-461 received Best of Show honors.

In 1987, Mr. Buddig displayed the Convertible Coupe at Hickory Corners, Michigan, for the Gilmore Car Museum Duesenberg Show. Amazingly, out of 125 Duesenbergs present at the event, J-461 was selected as the Best Model J Duesenberg – a strong testament to its visual appeal, authenticity, and presentation. Later that year, it was shown at the Meadow Brook Concours d'Elegance, where it received a First in Class award. Subsequent showings at Meadow Brook were also successful, and the Duesenberg won several special awards in later years. In addition, this superb Model J received the coveted 100-point judgment by the CCCA and has since earned Junior, Senior, and Premier awards. In 1989, it achieved yet another concours victory, taking home Best of Show honors at the Chicago International Concours.

Mr. Buddig passed away in the 1990s and, after some time, the Duesenberg was reluctantly sold by his family. After spending nearly a decade alongside other impressive Duesenbergs while in the collection of Jerry J. Moore, J-461 spent the next five years with fellow Houstonian collector John O'Quinn, before becoming part of a respected collection in 2010, where it was enjoyed on occasional outings with friends on Northern California backroads. In 2024, Stan Lucas acquired the Convertible Coupe, fulfilling a decades-long goal to own a significant Model J. Sadly, when Mr. Lucas passed away, he had logged only a single outing in the car.

The extraordinary list of awards and honors bestowed upon this rare Disappearing-Top Convertible Coupe over the past decades speaks to its impeccable status, even in the exclusive world of Duesenbergs. Benefiting from a late chassis and desirable aesthetic features, there are few Model Js that have the charisma and appeal of J-461.





1911 WINTON MODEL 17-B SEVEN-PASSENGER TOURING

\$200,000-\$250,000 without reserve

ENGINE NO. 10830 (SEE TEXT)

Alexander Winton was one of America's earliest and most influential automotive pioneers. By 1898, his Cleveland-based Winton Motor Carriage Company was offering the first series production automobile manufactured in the United States. In 1903, a 20 hp Winton became the first car to complete a transcontinental journey across the US – an extraordinary feat that cemented the marque's reputation for reliability and endurance. Over the following decade, Winton built some of the most advanced American cars of the Brass Era, including refined six-cylinder models that featured lightweight aluminum construction, four-speed gearboxes, and compressed-air starters.

This 1911 Model 17-B Seven-Passenger Touring possesses exceptional provenance and a significant California pedigree. Sold new to

Dr. George C. Pardee, Governor of California from 1903 to 1907, the Winton was delivered to Oakland and remained there for decades. Governor Pardee, a respected physician, conservation advocate, and key figure in the state's response to the 1906 San Francisco earthquake, purchased the Winton to mark his family's transition from traditional horse-drawn conveyances to the modern automobile. A copy of a California registration document on file indicates the car remained in Pardee's possession into the early 1920s.

In the early 1940s, this Winton was discovered in remarkably complete, original condition by Horseless Carriage Club of America member Donald Turkletop. Working with fellow enthusiast Frank Cabral, Turkletop performed an early restoration and

HIGHLIGHTS

An Impressive and Historic Example of the Magnificent Winton Six Delivered New to Dr. George C. Pardee, Governor of California from 1903 to 1907

Participant in Several Landmark Horseless Carriage Club of America Tours A Fixture in the Famous Harrah's Automobile Collection for Decades Displayed by Stan Lucas at the 1990 Pebble Beach Concours d'Elegance®

SPECIFICATIONS

477 CID L-Head Inline 6-Cylinder Engine
Single Updraft Stromberg/Winton Carburetor
48 HP (Rated)
4-Speed Manual Gearbox
2-Wheel Mechanical Drum Brakes
Front Solid Axle with Semi-Elliptical Leaf Springs
Rear Live Axle with Semi-Elliptical Leaf Springs



Dr. George C. Pardee, Oakland, California (acquired new in 1911)
Donald Turkletop, Oakland, California (acquired circa early 1940s)
Joe Rugge, Oakland, California (acquired circa early 1950s)
William F. Harrah, Reno, Nevada (acquired from the above by 1956)
Stan Lucas (acquired from the estate of the above in 1986)

FEATURED MEDIA

Harrah's Automobile Collection: One Man's Tribute to the Great Automobiles of the World, by Dean Batchelor



HCCA 4th Biennial Reno Tour, 1956 HCCA 10th Annual Western Tour, California, 1957 HCCA Feather River Tour, California, 1957 HCCA Phoenix-Las Vegas Tour, 1957 HCCA 5th Biennial Reno Tour, 1958 Pebble Beach Concours d'Elegance®, 1990



actively used the car on HCCA events. The Winton later passed to Joe Rugge, also of Oakland, and then joined Bill Harrah's legendary Reno-based automobile collection.

Between 1956 and 1958, the Winton took part in several landmark Horseless Carriage Club of America tours, including the Feather River, Phoenix–Las Vegas, Yosemite, and famous biennial Reno tours. Participation in these events is commemorated by original tour badges mounted on the dashboard, period photographs, and coverage in *The Horseless Carriage Gazette*. The Winton was also featured in Harrah's "Autocard" museum postcard series. In 1986, Stan Lucas acquired the car from the Harrah collection dispersal auction. Having grown up near the Pardee Dam in Clements, California, Lucas felt a personal connection to this Winton, which he proudly displayed at the 1990 Pebble Beach Concours d'Elegance®. Approximately 20 years ago, the engine was rebuilt by Walt Matheson using a newly cast crankcase from Winton expert Roger Allison. The damaged original crankcase (no. 10830) is included.

Presented with a comprehensive file of documentation, including its original Harrah's museum placard and verification certificate, instruction manual, period literature, and photos, this remarkable Winton offers a rare opportunity to acquire a high-quality, Brass Era touring car with ties to early California history and two of America's most respected collectors.







1913 REGAL MODEL T UNDERSLUNG TOURING











\$75,000-\$100,000 without reserve

CHASSIS NO. 7106 ENGINE NO. 7040

Launched in 1910, the Regal Model N Underslung Roadster was among the first to adopt an innovative "underslung" layout, pioneered by American in Indianapolis. This design placed axles above the frame, lowering the center of gravity for enhanced stability and handling, a crucial safety improvement for early motorists who feared tipping over. The Underslung Roadster was soon followed by the Underslung Touring in 1913.

This Model T Underslung Touring, chassis 7106, joined the esteemed Stan Lucas collection in 1986, having been acquired from the renowned collection of William F. Harrah, whose cars were among the finest in the world. Between 1994 and 1998, Stan Lucas had the car restored by specialists in Reno, Nevada, and it was completed in time for the 1998 Pebble Beach Concours d'Elegance® and the all-important Tour d'Elegance®. This fine example stands ready for the next discerning collector to take note.

HIGHLIGHTS

Formerly Part of The Harrah Automobile Collection

An Extremely Rare Regal with Underslung Chassis

Restored and Exhibited at the Pebble Beach Concours d'Elegance® in 1998

SPECIFICATIONS

198.8 CID L-Head Inline 4-Cylinder Engine

25 HP (Rated)

3-Speed Manual Gearbox

\$75,000-\$100,000 without reserve

ENGINE NO. 201744

Pierce-Arrow introduced its T-head inline-six engine in 1907, a powerplant that would serve as the heart of its automobiles for the next 22 years. In 1929, the company phased out the six-cylinder in favor of a newly developed L-head inline-eight engine, which served as the marque's standard at the dawn of the Classic Era. This new straight-eight provided 125 hp – a 25% increase, despite fewer cubic inches compared to the 1928 six-cylinder – while providing smooth operation. Using this powerplant, Pierce-Arrow unveiled three models: A, B, and C, all differentiated by wheelbase length.

Acquired by Stan Lucas in 1998, this example has reportedly seen minimal use; however, in 2007, Lucas had the car freshened, which included a newly upholstered top, floorboards, and a few other additional cosmetic items. This Model B represents a rare opportunity to acquire an important piece of Pierce-Arrow's eight-cylinder line.

HIGHLIGHTS

Accompanied by Original Operation and Care Catalogs

AACA and CCCA Eligible Important Example Representing Pierce-Arrow's Eight-Cylinder Model Line

SPECIFICATIONS

336 CID Inline 8-Cylinder Engine 125 HP at 3,000 RPM 3-Speed Manual Gearbox



1930 PIERCE-ARROW MODEL B







ROADSTER





1930 DOBLE SERIES F CONVERTIBLE COUPE

\$250,000-\$350,000 without reserve

COACHWORK BY FISHER
CHASSIS NO. F-30

According to its extensive entry published in Jim Crank's definitive work, *The Doble Steam Car*, chassis F-30 is a most unusual Doble. As the realities of the Depression took hold, Doble executives realized that the magnificent E-Series was simply too expensive to be a viable product going forward, and the decision was made to adapt existing components from established manufacturers and install Doble's steam system.

Such was to be the case with F-30, which was built for – and substantially by – Doble's patent attorney Marcus Lothrop, who was determined to own a Doble by any means possible, in spite of his limited budget. Numbered F-30 – simply due to the car being constructed largely in 1930 – it sat on an E-Series chassis

with an E-Series engine and was equipped with an F-Series steam generator, steam water pump, and draft booster. Mr. Lothrop ordered a new LaSalle convertible coupe body and new Cadillac V-16 fenders and bumpers from Fisher. Completed in 1931, F-30 was the very last Doble automobile to leave the Emeryville, California plant and it served Mr. Lothrop and his wife very well for about five years and 35,000 miles. It was their primary vehicle for both errands around the Bay Area and longer excursions, which often included hill climbs – that were challenging even for internal combustion cars of the day – as well as a journey into hot and dry Baja California.

Eventually, the Lothrops sold their faithful Doble to William Besler, who had

HIGHLIGHTS

A Rare Survivor of Doble's Final Model Series
Built for Doble's Patent Attorney Marcus Lothrop
The Sole Doble Built Utilizing LaSalle Convertible Coupe Coachwork
The Final Car to Leave the Factory on a Doble Chassis
An Important Member of the Stan Lucas Collection Since 1987

SPECIFICATIONS

Steam-Powered Woolf Cross-Compound 4-Cylinder Engine
Estimated 125 BHP and 1,000 LBS./FT. of Torque
Fixed Transmission with Direct Drive
4-Wheel Mechanical Drum Brakes
Front Beam Axle with Semi-Elliptical Leaf Springs
Rear Live Axle with Semi-Elliptical Leaf Springs



Marcus Lothrop, Emeryville, California (acquired new in 1931)
William Besler, Emeryville, California (acquired from the above circa 1936)
Roland Giroux, Reno, Nevada (acquired from the above)
Thomas Marshall, Sr., Yorklyn, Delaware (acquired from the above)
Mr. Conneley, Pittsburgh, Pennsylvania (acquired from the above)
Scott Newhall, San Francisco, California (acquired from the above)
Thomas W. Barrett III, Scottsdale, Arizona (acquired from the above)
Barry Hon, California (acquired from the above by 1977)
William Beatty (acquired from the above)
J.B. Nethercutt, Los Angeles, California (acquired from the above in 1985)

William Schutz, Los Angeles, California (acquired from the above)

Stan Lucas (acquired from the above in 1987)

EXHIBITION HIGHLIGHTS

CCCA Grand Classic, California, 1989 (Exhibit Only)
Pebble Beach Concours d'Elegance®, 1989 (Exhibit Only)
Pebble Beach Concours d'Elegance®, 1997 (Exhibit Only)

FEATURED MEDIA

The Doble Steam Car, by Jim Crank



by then assumed control of the Doble company. From there, F-30 was in the custody of a series of owners who did the car no favors. Beginning with Nevada resident Roland Giroux, the components of the Doble system that were designed to function harmoniously in the hands of a knowledgeable operator were individually re-engineered and modified until the car could not function efficiently, if at all.

Thankfully, Doble F-30 survived its most vulnerable years outwardly intact. In the 1970s, it came into the ownership of the noted Southern California collector Barry Hon, who entrusted it to the capable hands of Cal Tinkham and Peter Scott-Brown. A new set of Doble cylinders and ancillary components from other manufacturers including Caterpillar and Chrysler were installed, and the Doble became an operable automobile for the first time in perhaps decades. In 1985, F-30 was sold to the famed collector J.B. Nethercutt, and before long passed to Stan Lucas, where it joined the largest modern-day assemblage of Dobles. Mr. Lucas then retained Tinkham, Scott-Brown, and Len Campbell to further refine the car – although it has never been fully brought back to its original mechanical configuration. The next chapter for this Convertible Coupe, the final Doble built on a Doble chassis, may just include its return to the road in the hands of its next caretaker – a most rewarding undertaking.









1921 STUTZ SERIES K BEARCAT

\$300,000-\$400,000 without reserve

CHASSIS NO. 10166 ENGINE NO. K10284

In the 1920s, the Bearcat benefited from the marque's ongoing racing experience, as the once-mighty Wisconsin T-head engine was eventually replaced with a more advanced Stutz-built, 16-valve, four-cylinder engine that was cast in a single block. Competing alongside other highly sought-after vehicles like the Mercer Raceabout, the Bearcat represented the pinnacle of American automobiles of the era. Today, collectors prize these later examples of the model as the best of all worlds, predating the introduction of the detachable cylinder head and yet providing the passenger with the luxury of improved accessibility by a side door to the body.

This Bearcat carries the simplest of histories. It was purchased new by John

Wheeler through a San Francisco dealership. As seen in copies of photographs showcasing the brand-new car, it was equipped with unique features, including a wire radiator stone guard, extended gearshift lever, and leather hood bridle. Mr. Wheeler is said to have driven the car all the way from Fresno to British Columbia and back on his honeymoon, exemplifying the sporting lifestyle that attracted adventurous owners to the Bearcat in its heyday.

With the advent of the fashion of collecting and preserving cars, John Wheeler's son, B.C. "Short" Wheeler, decided to restore the Stutz to its prime condition. After careful research, Mr. Wheeler selected Everett Adams of Sparks, Nevada, to handle this exercise; as a former Harrah Collection restorer and skilled

HIGHLIGHTS

An Exceptional Example of the 1920s Bearcat
Delivered New Through a San Francisco Dealership with Special Features
Single Family Ownership Prior to Stan Lucas Acquiring the Car in 2018
Beloved Sporting American Icon
Eliqible for CCCA Events and Nickel Era Tours

SPECIFICATIONS

360 CID T-Head Inline 4-Cylinder Engine
Single Stromberg Carburetor
88 HP at 2,400 RPM
3-Speed Manual Transaxle
2-Wheel Mechanical Drum Brakes
Front Solid Axle with Semi-Elliptical Leaf Springs
Rear Live Axle with Semi-Elliptical Leaf Springs



The Wheeler Family, California (acquired new in 1921) Stan Lucas (acquired from the above in 2018)

EXHIBITION HIGHLIGHTS

Pebble Beach Concours d'Elegance®, 1976 (First in Class)



technician, Adams was well-versed in the Bearcat. After five years of effort, this example emerged looking just as it had in its original 1920s black and white photos. The stunning quality of the restoration was quickly confirmed, as the car was rewarded with a Best in Show at a Harrah's car show, and First in Class at the 1976 Pebble Beach Concours d'Elegance®. The Wheeler family proudly maintained the Bearcat for decades, employing Stutz gurus, including Tom Batchelor, to ensure the car remained in good order.

In 2018, after nearly a century of ownership, the Wheeler family decided to sell the car. Stan Lucas became its second owner, chasing away all competition in 2018, when he acquired it at public sale. By then, single- or low-ownership cars had become a particular passion for Mr. Lucas, and his keen interest in the Stutz marque ensured that the other bidders did not stand a chance.

Since Mr. Lucas acquired this fine example, it has been secluded in Los Angeles, residing alongside one of the most impressive lineups of Bearcats that one might ever see. This represents a rare opportunity to acquire a remarkably authentic example of a 104-year-old automobile – still closely resembling its original condition – and become only its third custodian in more than a century.











1928 CHRYSLER IMPERIAL SERIES 80L ROADSTER

\$60,000-\$80,000 without reserve

COACHWORK BY LOCKE & COMPANY
CHASSIS NO. EP214P
ENGINE NO. L3082

In 1926, Walter P. Chrysler launched his company into the luxury car market with the Imperial. By 1928, the upgraded Series 80 Imperial, featuring the 112 hp "Red Head" engine, was hailed as "America's Most Powerful Motorcar." The Imperial was offered with factory coachwork or custom bodies designed by high-end coachbuilders like Dietrich, LeBaron, and Locke & Company of Rochester, New York. Locke's designs, including this rumble seat Roadster and the John Tjaarda-designed Touralette, catered to youthful, affluent buyers of the Roaring Twenties.

This Locke-bodied Roadster was once part of Bill Pettit's Museum of Motoring Memories in Natural Bridge, Virginia, founded in 1958 by Chrysler dealer

W.A. "Claude" Pettit Jr., and curated by his son Bill. The museum featured a remarkable collection of cars, including Duesenbergs, Rolls-Royce, and a Tucker, many acquired from their original owners and preserved in unrestored condition. This Chrysler is no exception – it was acquired from its first owner, who traded it in toward a 1953 Plymouth convertible. It was also featured in the museum's postcard series, with one included in the car's file.

Stan Lucas purchased this rare Imperial from the Pettit collection at the 1998 Christie's Tarrytown auction, and it has remained a fixture in his superb collection for the past 27 years. Still unrestored and in remarkably original order, this is a particularly attractive and charming example of a seldom-seen Chrysler Imperial.

HIGHLIGHTS

Top-of-the-Line Imperial with Sporting Custom Coachwork by Locke & Company

Formerly Part of Bill Pettit's Museum of Motoring Memories in Natural Bridge, Virginia

A Fixture in The Stan Lucas Collection for the Past 27 Years Rare and Sporting Model Seldom Seen in Well-Preserved, Unrestored Condition

Classic Car Club of America Full Classic

SPECIFICATIONS

309 CID L-Head Inline 6-Cylinder Engine Single Stromberg Updraft Carburetor 112 BHP at 3,200 RPM 3-Speed Manual Gearbox 4-Wheel Lockheed Hydraulic Drum Brakes Front Solid Axle with Semi-Elliptical Leaf Springs Rear Live Axle with Semi-Elliptical Leaf Springs









1931 BENTLEY EIGHT LITRE DROPHEAD COUPE

\$800,000-\$1,200,000 without reserve

COACHWORK BY WINDOVERS
CHASSIS NO. YR5080
ENGINE NO. YR5080

Following four consecutive wins at Le Mans, Bentley introduced its magnificent Eight Litre model at the Olympia Motor Show in October 1930. A December 1930 *The Autocar* magazine review summarized it as "motoring in its very highest form," and went on to remark that "the dominant note of the new Bentley is its tremendous performance." Its massive engine incorporated the latest technology – including four valves per cylinder, dual ignition, and a crankcase made of Elektron alloy – and was conservatively rated at 220 hp. This combination delivered on W.O. Bentley's desire to build "a dead silent 100 mph car."

In a majestic collection dominated by the true behemoths of American prewar car production, such as an Olds Limited and 10-liter Simplex, only the biggest

Bentleys could carry themselves among this crowd. This Eight Litre Drophead Coupe carries a provenance that matches its weighty stature, having been within three major collections since the 1940s.

The standard Bentley factory record notes the first owner simply as "J.H. Whitney." A second letter on file notes Mr. Whitney to have been in care of the famed Claridges Hotel in London's West End. It is not entirely clear, but it is believed that this was John Hay "Jock" Whitney, who studied at Oxford University in 1926 and 1927 – a period when the Bentley Boys exploits would have gained many column inches in their heyday, and may well have inspired him to acquire one. On the death of his father in 1927, John Hay Whitney inherited

HIGHLIGHTS

A True Statement Piece by Make, Model, and History
Believed to Have Been Ordered New by John Hay Whitney
Long-Term Ownerships with Briggs Cunningham and William F. Harrah
Part of the Lucas Collection Since 1984
A Candidate for Restoration with Immense Concours Potential

SPECIFICATIONS

7,982 CC SOHC Inline 6-Cylinder Engine Twin SU HO8 Carburetors 220 BHP at 3,500 RPM 4-Speed F-Type Manual Gearbox 4-Wheel Mechanical Drum Brakes

Front Solid Axle with Semi-Elliptical Leaf Springs and Friction Shock Absorbers Rear Live Axle with Semi-Elliptical Leaf Springs and Hydraulic Shock Absorbers



John Hay "Jock" Whitney, London, England (acquired new in 1931) C.T. Rodermond, Jersey City, New Jersey (acquired by 1938) Briggs Cunningham, Westport, Connecticut (acquired via Charlie Stich in 1949) The Harrah Collection, Sparks, Nevada (acquired in 1963) Stan Lucas (acquired in 1984)



some \$20 million - ample resources to have purchased an Eight Litre.

Windovers coachbuilder records note the work on this example to have been completed on March 20, 1931. The bodywork was finished in black cellulose with a fine yellow line and fitted with two spare wheels. Its interior was of cloth fabric. They list the buyer as "James" Whitney, which may be a typographical error.

The build sheets record that a crown wheel and pinion for this car were sent to Clifford Shea in 1932. Mr. Shea may have been a second owner, or someone maintaining the car for Mr. Whitney. In 1938, the Bentley factory records show the car to have passed into the hands of C.T. Rodermond, the President of the Morris Basin Dry Docks, in Jersey City, New Jersey.

For the remainder of its life, this example would reside in three major collections. The first was that of Briggs Cunningham, who acquired the Bentley in 1949 from Charlie Stich's Garage in the East 60s in Manhattan – likely selling on behalf of Mr. Rodermond. According to correspondence, pioneering car restorer Ralph Buckley was entrusted to refurbish the car in the late 1940s. At this time, the windshield was tastefully lowered and the trunk with which it was originally fitted was removed, and twin spares were mounted to the back of the car to make it more sporting, a la the SSK Mercedes. Invoices on file also mention a repaint











EXHIBITION HIGHLIGHTS

Pebble Beach Concours d'Elegance®, 1987



to the current British Racing Green, and while not fully legible it appears that the interior was only cleaned rather than refurbished.

William Harrah and his team of scouts sourced the Windovers Bentley for their collection in 1963. This fine example remained with the Harrah Collection for some 21 years before being offered at auction in 1984, when Stan Lucas acquired it.

During Mr. Lucas' ownership, this imposing Eight Litre was initially shown at Pebble Beach in 1987, but its public appearances remained relatively modest over the following 28 years. Jim Stranberg at High Mountain Classics in Colorado carried out some engine work in 2000; correspondence mentions new pistons, suggesting that the engine was rebuilt, but no further details are noted. Its single repaint has now aged gracefully, but the interior cloth, which may well be original to the car, is in need of refurbishment.

Viewed today, this Bentley Eight Litre presents a fabulous opportunity for a restoration that would befit its heritage and looks. Such an exercise would almost certainly provide a showstopping result, giving it enormous potential at top-level concours.





1914 MITCHELL SPECIAL SIX 'SPEEDSTER'

\$75,000-\$125,000 without reserve

CHASSIS NO. 45845 ENGINE NO. 45505

A captivating expression of Brass Era sporting elegance, this 1914 Mitchell Special Six 'Speedster' presents a unique, big-horsepower American touring car reimagined in the style of an early competition roadster. Originally constructed as a road-going Mitchell "Special," this example was later transformed into a period-style raceabout, built in the spirit of creating a lighter, more engaging driving machine for open-road touring and early competition events. Beneath its white paintwork and nickel brightwork, this 'Speedster' retains a 60 hp T-head, six-cylinder engine, designed by French engineer René Petard, and paired to a three-speed selective-sliding gearbox and cone clutch. Finished with a black leather interior, monocle windscreen, and period-correct electric lighting, it also features such desirable accessories as a Warner 60 mph speedometer and

cloisonné-faced firewall clock.

This Mitchell was formerly owned by prominent San Francisco Bay Area collector Wayne Weathers and participated in multiple tours and concours events, including Pebble Beach. Acquired in the early 1990s by enthusiast Dan Sargent, it remained in Brewster, New York, and was used occasionally for local drives. Eligible for HCCA and similar Brass Era touring events, this 1914 Mitchell Special Six 'Speedster' combines vintage motoring excitement with graceful proportions. A car born of innovation and revived with passion, this car is an ideal addition for any collector seeking an early American sporting motorcar of distinction.

HIGHLIGHTS

Rare Early American T-Head Six-Cylinder with 60 HP
Eligible for HCCA And Brass Era Touring Events
Former Concours Participant, Including Pebble Beach Appearances
Period-Style Speedster Body on Original Mitchell Chassis
Formerly Owned by Notable San Francisco Bay Area Brass Car Enthusiast

SPECIFICATIONS

596 CID T-Head 6-Cylinder Engine
Estimated 60 BHP
3-Speed Selective-Sliding Manual Gearbox
2-Wheel Mechanical Drum Brakes
Front Solid Axle with Semi-Elliptical Leaf Springs
Rear Live Axle with Three-Quarter Elliptical Leaf Springs









1908 PACKARD MODEL 30 TOURING

\$150,000-\$200,000 without reserve

CHASSIS NO. 6186 ENGINE NO. 5566F

Launched in 1907, the Packard Model 30 replaced the Model S, and its increased engine displacement and larger valves allowed for an exhilarating top speed of over 60 mph. The Model 30 featured aluminum-paneled coachwork, French-made engine castings, precision machine work throughout and is generally considered the ultimate iteration of the four-cylinder early touring Packard.

This extraordinary Model 30 was purchased new by Charles Page of San Francisco, who shipped it to Europe in 1909 so that he could spend three months touring the continent with his family. Before returning to the US, Page left the Packard with his son, Stanley, who was soon joined for another adventure by two of his university classmates and they continued to tour the

Model 30. Their journey is documented in Volume 24, Number 2 of Automobile Quarterly and copies of incredible archival photos remain on file. Documented in fantastic detail, the adventure included magnificent vistas, good meals, the avoidance of customs and cholera, and the constant search for gasoline, all without speaking a word of Russian. The three men journeyed from Hamburg, Germany, through Switzerland, and into Russia, with a primary destination of St. Petersburg (then Petrograd), eventually making it all the way to Moscow. A recurring and serious problem was the reaction of Russian horses to their automobile, leading to multiple incidents where horses bolted, causing wagons to overturn, nearly resulting in the travelers being mobbed by angry peasants.

HIGHLIGHTS

Gorgeous Early Example of Packard's Highly Regarded Model 30 Completed a Remarkable 1909 Tour Throughout Europe, Documented by Copies of Archival Photographs

Accompanied by Extensive File, Including Records and Correspondence Formerly of the Marshall Matthews and Carl J. Schmitt Collections A Fixture of the Stan Lucas Collection Since 2008

SPECIFICATIONS

432 CID T-Head Inline 4-Cylinder Engine
Single Updraft Carburetor
30 HP (Rated) at 650 RPM
3-Speed Manual Transaxle
2-Wheel Mechanical Drum Brakes
Front Tubular Axle with Semi-Elliptical Leaf Springs
Rear Live Axle with Semi-Elliptical Leaf Springs



Charles Page, San Francisco, California (acquired new)
Paul Ridley, Santa Cruz, California (acquired from the above in 1971)
Larry Streeter, Niles, California (acquired from the above in 1979)
James Cesari, Palo Alto, California (acquired from the above in 1982)
Marshall Mathews, Woodside, California (acquired from the above in 1982)
Carl Schmitt, Walla Walla, Washington (acquired in 1997)
Stan Lucas (acquired from the above in 2008)



When the Packard returned to the US, the Page family continued to take it on further adventures, and a copy of a newspaper article on file from 1914 documents the Page's harrowing journey over the Blood's Pass in California, which was, at the time, the second highest road in the Sierra Nevada range at an elevation 8,700 feet.

A testament to his love for the automobile, Charles Page retained the Packard until his passing. Eventually, Page's widow sold the Model 30 – which was a bare chassis at that time – to collector Paul Ridley, and it was subsequently fitted with a body from a Model 18. In about 1980, Ridley sold the car to noted collector Marshall Matthews, who eventually sold it to another Brass Era enthusiast, Carl J. Schmitt, who had the transaxle replaced with another Packard unit in 2002. Schmitt's collection was sold by Gooding & Company in 2008, and Stan Lucas acquired this historic Model 30 from that auction. This gorgeous, well-traveled Packard remains a fascinating example of one of America's finest early touring cars.









1926 McFARLAN TV-6 ROADSTER

\$200,000-\$300,000 without reserve

CHASSIS NO. 23403 ENGINE NO. D2808V

Built in limited numbers in Connersville, Indiana, from 1921 to 1927, the McFarlan Twin Valve Six was one of the most powerful and technically advanced automobiles of the early Classic Era. With three spark plugs per-cylinder – 18 in all – and producing 120 hp, the car's 572 ½ cid T-head inline six-cylinder engine was the largest that any passenger car built in America was equipped with at the time. Prices for the TV-6 ranged between \$6,300 and \$9,000, depending on the body specified by McFarlan's many high-profile customers. Besides the price, everything else about the McFarlan TV-6 was larger than life. From their 141.25" wheelbase to the massive radiator, nickel-plated headlamps, 5' 4"-long rear springs and curb weight of up to 5,400 pounds, they were the right kind of cars to reflect the affluent, excessive spirit of the Roaring Twenties. The

crowning touch was the car's radiator mascot: a sculpture of Atlas holding up the world. Impressively, each car was individually road tested for approximately 200 miles before the body was mounted.

This TV-6 Roadster was sold new to Connecticut Governor and biplane pilot John H. Trumbull of Hartford in 1926. The car was later acquired by collector Anthony Pascucci, also of Connecticut, who had it restored by Antonio Centofanti and Don Carlson.

Mr. Pascucci subsequently sold the TV-6 to collector Al Rodway of Ohio, who later sold it to M.H. "Tiny" Gould, who in turn sold it to the pioneering American

HIGHLIGHTS

One of the Most Powerful and Technically Advanced Automobiles of the Early Classic Era

Formerly Owned by Noted Collectors Jack Passey and Otis Chandler Exhibited at the 2022 Pebble Beach Concours d'Elegance®

Driven on the 2022 Tour d'Elegance and 2023 HCCA Holiday Motor Excursion

One of Just Three TV-6 Roadsters Extant; California Car for the Past 54 Years

SPECIFICATIONS

572 ½ CID Wisconsin T-Head Inline 6-Cylinder Engine
Single Updraft Rayfield Carburetor
120 BHP at 2,000 RPM
3-Speed Manual Gearbox
4-Wheel Hydraulic Drum Brakes
Front Solid Axle with Semi-Elliptical Leaf Springs
Rear Live Axle with Semi-Elliptical Leaf Springs and Shock Absorbers



John H. Trumbull, Hartford, Connecticut (acquired new in 1926)
Anthony Pascucci, Meriden, Connecticut (acquired from the above)
Al Rodway, Cleveland, Ohio (acquired from the above)
M.H. "Tiny" Gould, Trucksville, Pennsylvania (acquired from the above)
Jack Passey, Freedom, California (acquired from the above in 1971)
Cebert Holmes, Ross, California (acquired from the above in 1979)
Otis Chandler, Los Angeles, California (acquired from the above in 2002)
Stan Lucas (acquired from the estate of the above in 2006)

EXHIBITION HIGHLIGHTS

Pebble Beach Concours d'Elegance®, 2022 Horseless Carriage Club of America Holiday Motor Excursion, 2023

FEATURED MEDIA

The Classic Car, June 1974, "The Mighty McFarlan Twin Valve Six," by William S. Snyder



car collector Jack Passey of Freedom, California, in October 1971. Mr. Passey was pictured with the grand roadster in the June 1974 issue of *The Classic Car*, in an article titled "The Mighty McFarlan Twin Valve Six."

The McFarlan was later acquired by Cebert Holmes in 1979, who sold it to noted collector and Los Angeles Times founder Otis Chandler in 2002. Stan Lucas acquired the car from the Otis Chandler auction in 2006.

During Mr. Holmes' ownership, the McFarlan's twin-valve engine was rebuilt at Bill Harrah's workshops under the direction of Clyde Wade. During Mr. Chandler's ownership, the McFarlan was maintained by Bob Mosier of Inglewood, California. Under Stan Lucas' ownership, the TV-6 was exhibited at the 2022 Pebble Beach Concours d'Elegance® as part of a special McFarlan class. In addition to completing the Tour d'Elegance that year, Mr. Lucas drove the car in the Horseless Carriage Club of America (HCCA) Holiday Motor Excursion in Pasadena, California, in December 2023.

Of the 19 McFarlan automobiles thought to remain, just three are TV-6 Roadsters. Having remained in California-based collections for the past 54 years, this TV-6 Roadster represents what is likely a singular opportunity to acquire the ultimate McFarlan.







1912 MERCER TYPE 35-C RACEABOUT

\$1,500,000-\$2,250,000 without reserve

CHASSIS NO. 623 (SEE TEXT) ENGINE NO. 383

Few cars of the Brass Era inspire the reverence held for the Mercer Raceabout. Built in Trenton, New Jersey, by the Roebling and Kuser families – of Brooklyn Bridge fame – and engineered by Finley Robertson Porter, the Raceabout was conceived with a single-minded purpose: speed.

It was stark, elemental, and thrilling – "no useless gadgets," as the late automotive writer Ken Purdy once noted, describing his own Mercer as a car in which "the merest twitch of the steering wheel will pull you around the car ahead." He went on to write: "A good Mercer Raceabout will cruise all day at 60, show 70 or more on demand, and it has the steering and road-holding to go with its speed."

Thanks to its lightweight construction, well-chosen gear ratios, and Porter's inspired engineering, the Raceabout did not just look fast – it was fast. From its early success at the 1911 Panama-Pacific Light Car Race to top finishes in the Vanderbilt Cup, the Indianapolis 500, and countless board-track and hill climb events, the Raceabout earned a fearsome reputation. It was a thoroughbred in an era of plow horses, and its performance allowed it to be driven from showroom to racetrack – with a fair chance of winning on arrival.

With just a handful of genuine T-Head Raceabouts built and far fewer surviving, these cars have remained at the top of collectors' wish lists for decades. Nothing else looks like them, nothing sounds like them, and nothing

HIGHLIGHTS

A Well-Known T-Head Mercer Raceabout; An Icon of American Motoring Among the Most Famous and Desirable of All Antique Automobiles Well-Documented Example with Known History Dating Back to 1916 Discovered in 1941 by Alec Ulmann, Charlie Stich, and Smith Hempstone Oliver Winner of the First-Ever SCCA Race at Langhorne, Pennsylvania in 1947 Acquired by Stan Lucas from the Willet H. Brown Estate in 1995

SPECIFICATIONS

300 CID T-Head Inline 4-Cylinder Engine Single Schebler Updraft Carburetor 58 HP at 1,900 RPM 3-Speed Manual Gearbox 2-Wheel Mechanical Drum Brakes

Front Solid Axle with Semi-Elliptical Leaf Springs and Friction Shock Absorbers Rear Live Axle with Semi-Elliptical Leaf Springs and Friction Shock Absorbers



Percy Marks Cushing, Babylon, New York (acquired by 1916)
Alexander "Alec" Edward Ulmann, New York City, New York (acquired in 1941)
Myron G. "Bud" Darby Jr., Trenton, New Jersey (acquired from the above in

Willet H. Brown, Los Angeles, California (acquired from the above circa 1980) Stan Lucas (acquired from the estate of the above in 1995)

EXHIBITION HIGHLIGHTS

VMCCA Meet, Connecticut, 1942
AACA Meet, Pennsylvania, 1942
SCCA Sprint Race, Pennsylvania, 1947 (1st Place)
The Dust Bowl Classic, Carmel, New York, 1947 (3rd Place)
SCCA Bridgehampton Sports Car Road Races, 1952 (1st Place)
VMCCA Glidden Tour, 1952
New York World's Fair, 1964
Mercer Centennial Reunion, New Jersey, 2009
Pebble Beach Concours d'Elegance®, 2012
San Marino Motor Classic, 2012

drives quite like a Mercer Raceabout.

The Type 35-C Raceabout offered here hails from the second year of T-head production: 1912.

It first appears in New York State registration records in 1916, under the ownership of Percy Marks Cushing, a resident of Babylon, on Long Island's south shore. Born in 1884, Cushing was an avid outdoorsman, dog trainer, and writer whose articles appeared in *Vogue*. In a 1954 article, *Newsday* noted that Cushing had been "driving since 1909 and had raced with professional speed king Ralph DePalma."

Little else is known of Cushing's ownership or the Raceabout's early years until 1941, when it was discovered by Alec Ulmann.

Widely regarded as the father of American professional sports car racing, MIT graduate Alexander Edward Ulmann was one of the earliest members of the Sports Car Club of America (SCCA) and won its very first race in 1947 at the wheel of this Mercer.

After attending the 24 Hours of Le Mans in 1950, Ulmann brought endurance

racing to the US at Sebring, Florida. By 1953, the 12 Hours of Sebring was part of the FIA World Championship, and Ulmann had attracted the greatest international teams and drivers – including Juan Manuel Fangio, who earned his only victories on American soil at Sebring. Ulmann also brought Formula 1 to America and was an avid collector, with a stable of important classics including Bugattis, Hispano-Suizas, and Mercedes.

In October 1941, Ulmann, mechanic Charlie Stich, and historian Smith Hempstone Oliver ventured to the south shore of Long Island to recover this remarkably intact, but well-used Mercer Raceabout from long-term storage. Oliver, writing in *Automobile Topics*, recalled the experience in vivid detail:

"On October 25 that fall, armed with a large jack and an assortment of tools, as well as a special towing bar designed and constructed by Charlie Stich, whose famous establishment at 337 East 64th Street, New York City, has for over a quarter of a century been a haven of refuge for antique and exotic automobiles in need of restoration or repair, Stich and I drove out to Brightwaters, Long Island, in Ulmann's station wagon to retrieve the rare find...

"Arriving at the small private garage where the car was stored Stich and I saw the car for the first time, and immediately realized that here was a major restoration





job...Many months at the Stich establishment saw a complete renovation of the car into what was probably a better version than when new... Engine, clutch, gearbox, and differential were thoroughly overhauled, a new wooden dash was fabricated, the body was reupholstered and the car was repainted in dark blue, with cream striping and running gear...

"The Ulmann Mercer made its debut before the admiring members of the Veteran Motor Car Club of America when it appeared at the club's outing at the Fairfield County Hunt Club at Westport, Connecticut, on July 25, 1942... From that time on, Ulmann entered the Mercer in many pageants, demonstration races for old cars (such as at Bridgehampton, Long Island), and other events of this type. The last such Ulmann presentation of the car, however, was during the Glidden Tour of September 1952, terminating at Washington, D.C., at the conclusion of which the car once again changed ownership. Myron G. Darby, Jr., of Lawrenceville, N.J., became the proud possessor of what is one of only approximately two dozen extant examples of this exceedingly rare model of the famous Mercer automobile."

Soon after acquiring this Raceabout, Myron G. "Bud" Darby Jr. was profiled in *The Roebling Record*:

"How does a person become a collector of these ancient vehicles? In Darby's case the yearning just sort of grew, so he says, so much that his wife, Peggy, while somewhat of an enthusiast herself, thinks there's a limit to how far her husband should go and also how much time he should spend tinkering with his Mercers... Having a hobby like this, Darby isn't satisfied with knowing how the Mercers click, he's trying to uncover who did the clicking... If Darby can collect enough data he plans to write a short history."

Between 1954 and 1957, Mr. Darby commissioned a full restoration by Great Valley Shops Inc. of Villanova, Pennsylvania. According to a letter on file, during its restoration the Raceabout was fitted with a new frame and refinished in the elegant, light gray color scheme it wears today. In 1964, he loaned the car to the State of New Jersey for display in the Tercentenary Pavilion at the New York World's Fair. The Mercer remained in Mr. Darby's collection for decades before being sold to Willet H. Brown of Los Angeles.

Mr. Brown, former executive vice president of the Don Lee Broadcasting System, inherited the famed Tommy Lee car collection in 1950 following his tragic passing. That collection included Alfa Romeos, Talbot-Lagos, and a 166 MM Barchetta – the first Ferrari imported into the US. A passionate enthusiast himself, Mr. Brown added important cars to his own Hillcrest Collection – including



FEATURED MEDIA

Automobile Topics, September 1958, "Rescuing a Cherished Car from Oblivion," by Smith Hempstone Oliver

a Porsche 550 Spyder, a LaSalle Boattail Roadster by Frank Kurtis, and an Isotta-Fraschini Indianapolis racer.

After Mr. Brown's death, his collection was sold at auction in June 1995, where this Mercer was acquired by Stan Lucas.

For the past 30 years, the Raceabout has remained a centerpiece of the Stan Lucas Collection. During his ownership, Mr. Lucas made only modest refinements – notably painting the wheels body color – while preserving the car's Darby-era restoration. He exhibited the Mercer selectively, including at the 2009 Mercer Centennial Reunion in Trenton and the Pebble Beach Concours d'Elegance® in 2012.

Today, it presents beautifully in its distinctive light gray livery and retains the hallmarks of a T-Head Raceabout, including its proper in-sequence 35-C engine, no. 383.

Among the most celebrated and iconic cars built before WWII, the Mercer Raceabout is the quintessential Brass Era sports car – a pure, purpose-built machine that has captivated collectors for generations. T-Head Raceabouts with continuous, documented provenance are exceptionally rare; experts agree

that fewer than 20 survive in original configuration.

This car is one of the best-known survivors. Discovered by Alec Ulmann in 1941, restored by Charlie Stich, shown at early VMCCA meets, and driven to victory in the SCCA's inaugural race at Langhorne in 1947, this Mercer wasn't just a witness to history, but was an active participant in the birth of American car collecting and sports car culture. Cherished by a lineage of respected owners – Ulmann, Darby, Brown, and Lucas – this Raceabout carries a significant legacy.

Gooding Christie's is proud to offer this extraordinary 1912 Mercer 35-C, one of the few Raceabouts that possess a continuous history dating back to 1916. Its availability at auction represents a rare and possibly unrepeatable opportunity to acquire one of the most important American antiques in existence.







1907 STANLEY MODEL F FIVE-PASSENGER TOURING

\$50,000-\$75,000 without reserve

CHASSIS NO. 3068

Delivered new on March 19, 1907, this Stanley Model F is believed to be the sole surviving example from that model year – a rare and historically significant artifact from the golden age of steam motoring. Discovered in Maine during the 1940s by renowned Stanley enthusiast Donald Randall, it passed to early collector Dr. John P. Miller, and subsequently to steam authority and former Stanley dealer T. Clarence Marshall, who retained it for decades without altering its original character. In the mid-1970s, the car was acquired by Carl S. Amsley, who carried out a sympathetic cosmetic restoration, notably adding his monogram to the doors – an uncommon personal touch. Displayed at the 1977 AACA Eastern Spring Meet, the Stanley was later owned by Stuart Herman before entering the respected collection of Stan Lucas in 2007.

SPECIFICATIONS

Twin-Cylinder Double-Acting Steam Engine 20 HP (Rated) Rear-Wheel Mechanical Drum Brakes

Front Solid Axle with Fully-Elliptical Leaf Springs Rear Live Axle with Fully-Elliptical Leaf Springs

HIGHLIGHTS

The Sole 1907 Model F Known to Survive
Discovered in the 1940s by Stanley Hunter Donald Randall
Formerly Owned by T. Clarence Marshall and Carl Amsley
Displayed at the 1977 AACA Eastern Spring Meet
Part of the Stan Lucas Collection Since 2007

Amsley used the body as a pattern for subsequent Model F restorations, underscoring this car's authenticity and completeness. It retains its original serial-number plate, factory-correct "dry" engine, and many original components. A replacement boiler and kerosene burner retrofit – common for touring Stanleys – make it safer and more reliable for light use, while a modern water-level indicator aids functionality.

Having traveled fewer than 100 miles since restoration, this Model F represents an extraordinary opportunity to acquire a highly original, reference-grade steam car suitable for concours exhibition, museum display, or touring following a sympathetic recommissioning.











1925 DOBLE SERIES E PHAETON DELUXE

\$100,000-\$200,000 without reserve

COACHWORK BY MURPHY CHASSIS NO. E-17

Among the most elegant of all of Walter Murphy's catalogued coachwork options for the Doble was identified as the Phaeton Deluxe, with a permanently fixed roof, in conjunction with sliding-glass windows. This five-passenger configuration offered the open sides of a phaeton with a secure, all-weather top. These special, Murphy-designed-and-built bodies were crafted in aluminum over ash timbers to the highest standards of style and quality.

Doble E-17 was delivered new to Mr. Endicott, a prominent sportsman in the city of Long Beach, California, upon its completion in October 1924. It was initially configured as a fixed-roof Phaeton Deluxe, though early photographs reveal that it was refitted with a conventional folding top in its early years. Barton

Sewell, a wealthy Los Angeles resident, was the next owner of E-17, in whose custody it may have fallen out of active service, and into disrepair. Thankfully, the Phaeton was purchased circa 1940s by John O'Donnell of Long Beach, whose residence was a shack among the oil derricks of Signal Hill, where the car resided in a makeshift garage.

Significantly, Mr. O'Donnell also owned two additional Dobles, having acquired both cars from early Doble devotee Howard Hughes. Though Mr. O'Donnell did not operate or maintain his Dobles, the timing of his tenure of appreciative ownership likely spared each of them from an untimely demise. Chassis E-17 was later sold to collectors outside Southern California, and the beginnings of its

HIGHLIGHTS

A Southern California Doble for Most of Its Existence
Fascinating Early Provenance
Substantial Amount of Mechanical Work Completed
Accompanied by Detailed Restoration File
A Formidable but Rewarding Project for Its Next Owner

SPECIFICATIONS

Steam-Powered Woolf Cross-Compound 4-Cylinder Engine
Estimated 125 BHP and 1,000 LBS./FT. of Torque
Fixed Transmission with Direct Drive
4-Wheel Mechanical Drum Brakes
Front Beam Axle with Semi-Elliptical Leaf Springs
Rear Live Axle with Semi-Elliptical Leaf Springs

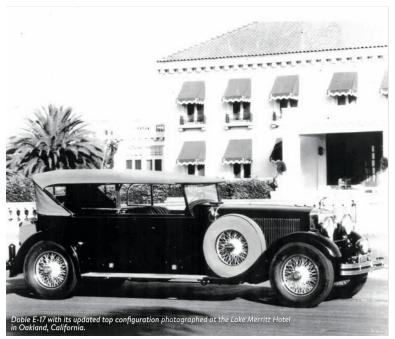


PROVENANCE

Mr. Endicott, Long Beach, California (acquired new in late 1924) Barton Sewell, Los Angeles, California (acquired from the above) John O'Donnell, Long Beach, California (acquired from the above circa 1940s) Dean Spencer, Seattle, Washington (acquired from the above by the 1970s) Wolfgang Gawor, St. Martins, Guernsey, Channel Islands (acquired from the above) Stan Lucas (acquired from the above in 1994)

FEATURED MEDIA

The Doble Steam Car, by Jim Crank



restoration were attempted before it was acquired by Stan Lucas in disassembled condition and brought back to its original city of delivery.

The accompanying history file attests to plans being made by Mr. Lucas to restore E-17, and records hundreds of hours of work being carried out from 1997 to 2020 by various Bay Area-based specialists, including Len Campbell and R.R. Mathewson. A detailed quote was submitted by Boschan Boiler & Restorations of Carson to substantially reconstruct and outfit the boiler. Additionally, detailed restoration plans were submitted by the renowned Burlingame-based automotive artisan Bob Potts to restore the Doble's coachwork, but the project did not progress to that extent. Taken all together, the file provides a helpful framework of much of the work that may lie ahead.

E-17 exists today as a partially complete restoration project, with its Westinghouse shock absorbers still in place from its early days. The completeness and viability of E-17's boiler and engine are currently unknown, and close inspection is encouraged for all interested parties. Though there is work to be done, the rewards that await the enthusiast who returns this elegant Doble to the road are self-evident - as its imposing bare-aluminum coachwork silently attests.











1909 WHITE MODEL O TOURING

\$80,000-\$120,000 without reserve

ENGINE NO. O 777

White automobiles were renowned for their exceptional quality and ranked among the finest-performing steam cars of their era. This 1909 White Model O is a prime example, believed to have remained with its original owner through WWII. It was subsequently acquired by noted steam car enthusiast Richard Hempel of Emmett, Idaho, who retained it for just a year before it passed through a small number of owners. Eventually, it was acquired by famed casino magnate and automotive collector William F. Harrah of Reno, Nevada. Once part of his famed collection, the Model O was restored by his in-house restoration team, known for their meticulous, no-expense-spared work. It remained in Harrah's collection until 1975.

This example later joined the Crawford Auto and Aviation Museum of Cleveland, Ohio – a fitting home, given the marque's origins. It remained with the Crawford Museum until 1990, when they decided to part with a portion of their collection. Its next caretaker was former racing driver Michel Rothschild, who competed against the best at venues such as Le Mans and Sebring during the 1950s and 1960s. Following his racing career, Rothschild became a passionate collector of Brass Era automobiles, making this White Model O a natural choice for his collection. The car remained with Rothschild until 1998, when it was acquired by Stan Lucas. This 1909 White Model O Touring offers an exceptional opportunity to acquire a significant steam-powered automobile that boasts renowned provenance and eligibility for premier vintage tours celebrating the early days of motoring.

HIGHLIGHTS

Formerly Part of the Famed Bill Harrah and Crawford Auto and Aviation Museum Collections

Discovered after WWII by Noted Steam Car Enthusiast Dick Hempel Eligible for HCCA and AACA Events

Important Automobile Representing the Steam Era of Motoring History High-Quality Construction and Engineering

SPECIFICATIONS

2-Cylinder Steam Engine
20 HP
2-Speed Manual Transaxle
Hand- and Foot-Operated Rear Mechanical Drum Brakes
Front and Rear Solid Axle with Semi-Elliptical Leaf Springs











1933 CHRYSLER CL IMPERIAL CUSTOM PHAETON

\$200,000-\$300,000 without reserve

COACHWORK BY LEBARON CHASSIS NO. 7803650 ENGINE NO. CL-1349

In 1926, Chrysler began development of a luxury car to take on the likes of Packard and Cadillac, and named their new model the Imperial. In 1931, the completely new Imperial 8 was introduced, powered by a robust 385 cid, straight-eight engine producing 125 hp. While value was always a part of the Imperial's allure, these eight-cylinder cars were among the finest automobiles of their time, offering hydraulic brakes and effortless performance along with undeniably attractive styling.

The Imperial offered here is one of 36 examples of the body style. Chassis 7803650 is a 1933 CL Custom model featuring dual-windshield LeBaron coachwork, an attractive, full-length hood and split windscreens. According to

a copy of its factory build record on file, this CL Imperial Custom Phaeton not only retains its original engine, but the body number for its LeBaron coachwork is also recorded and the identification plate, embossed 172-38, remains in place and tacked to the floorboard.

According to fellow CL owner George Tissen's CL Custom compendium, published in 1978, this Phaeton was first owned by a Mr. Stephenson of Cincinnati, Ohio, before it passed to his nephew, a resident of Pennsylvania. In 1962, it was purchased by Wisconsin resident Ray Hunn, who completed a restoration in 1975, finishing the car in tan with red accents. By the mid-1980s, the Phaeton was purchased by noted California-based enthusiast Don Williams,

HIGHLIGHTS

Among the Finest Classic Era Chryslers Extant
One of Just 36 Custom Phaetons Built for 1933 and 21 Believed to Survive
Fitted with High-Compression "Red Head" Cylinder Head
Well-Documented Provenance Beginning with First Owner in 1933
Retains Original Engine and Coachwork per Copy of Factory Build Record

SPECIFICATIONS

385 CID L-Head Inline "Red Head" 8-Cylinder Engine Single Stromberg EE-3 Downdraft Carburetor 135 BHP at 3,200 RPM 4-Speed Manual Gearbox 4-Wheel Hydraulic Drum Brakes Front Solid Axle with Semi-Elliptical Leaf Springs Rear Live Axle with Semi-Elliptical Leaf Springs



PROVENANCE

Mr. Stephenson, Cincinnati, Ohio (acquired new in 1933)
M.E. Stephenson, Butler, Pennsylvania (acquired from the above in 1950)
Ray Hunn, Wauwatosa, Wisconsin (acquired from the above in 1962)
Bob Adams, Kenosha Wisconsin (acquired from the above circa early 1980s)
Don Williams, Danville, California (acquired from the above circa mid-1980s)
Wayne Huizenga, Florida (acquired from the above circa late 1980s)
Donald Mayoras, Gallatin, Tennessee (acquired in 2007)
Stan Lucas (acquired from the above in 2009)

EXHIBITION HIGHLIGHTS

Tournament of Roses Parade, California, 1985 Louisville Concours d'Elegance, Kentucky, 2008 (Class Award Winner) AACA National Meet, Tennessee, 2009 (National First Prize)



who retained the talented Mike Fennell to complete a body-off restoration. Now finished in the burgundy paint with tan leather that it still wears today, the car was completed in time to transport Chrysler CEO Lee lacocca in the 1985 Tournament of Roses Parade as grand marshal. It is believed that the Chrysler then spent the next two decades in the collection of the noted businessman and Blockbuster Video founder Wayne Huizenga of Florida. In 2007, it joined the collection of the respected collector Donald Mayoras, in whose care it was sent to Richie Fass at Stone Barn Restoration to prepare it for road use. Mr. Mayoras drove the Imperial Custom frequently and it achieved a First Place score at the AACA meet in Lebanon, New Jersey, in 2009 – a testament to its high-quality restoration. Later in 2009, the Chrysler was purchased by Stan Lucas, where it has been looked after by his dedicated team.

Prized by collectors for its timeless design elements, comparatively light weight, impressive performance, and – as one of about 21 known surviving examples – extreme rarity, the 1933 CL Imperial Custom Phaetons are quite literally in a class by themselves. Often held for decades at a time, the appearance of this very special Chrysler presents a most enticing opportunity.











1913 POPE-HARTFORD MODEL 31 'PORTOLA ROADSTER'

\$100,000-\$150,000 without reserve

ENGINE NO. 15564

Named after the famed Portola Road Races in Oakland, California, the 50 hp Pope-Hartford Portola Roadster is considered by many to be the marque's finest hour. With only one genuine example extant, enthusiasts seeking the ultimate sporting Pope-Hartford driving experience have subsequently assembled automobiles that evoke the model.

This 40 hp Portola Roadster was assembled by Frank Taliaferro of San Diego, California, circa 1979. Mr. Taliaferro was inspired by the original 50 hp Portolas, and modified a Model 31 Touring car for the project. Upon completion, the roadster was driven in several editions of the Baja 500, a 500-mile Brass Era tour organized by collector Bill Evans in Mexico during the early 1980s. A subsequent

owner commissioned a restoration of the Roadster, which included a repaint and a rebuild of the 300 cid overhead-valve inline four-cylinder engine by Tom Holthouse, utilizing aluminum pistons.

Stan Lucas acquired this Pope-Hartford Roadster in 2015, with reportedly 200 miles on the restoration at the time, according to a past description on file. During Mr. Lucas' ownership, the car was exhibited at the San Marino Motor Classic on two occasions, in 2015 and 2016. For the early car enthusiast seeking a high-horsepower, open roadster for use on tours and other exciting events, the search ends here.

HIGHLIGHTS

Well-Executed Assemblage; Evocative of Pope's Most Sporting Model Stylish and Sporting Brass Era Roadster Engine Rebuilt with Aluminum Pistons Exhibited at the San Marino Motor Classic Ideal Entry for HCCA Tours and Other Early Motoring Events

SPECIFICATIONS

299 CID OHV Inline 4-Cylinder Engine
Single Updraft Carburetor
40 HP (Rated)
4-Speed Manual Gearbox
2-Wheel Mechanical Drum Brakes
Front Solid Axle with Semi-Elliptical Leaf Springs
Rear Live Axle with Three-Quarter Elliptical Leaf Springs











1930 PACKARD 745 DELUXE EIGHT ROADSTER

\$125,000-\$150,000 without reserve

PACKARD VEHICLE NO. 297286 ENGINE NO. 183035

Among the most elegant and commanding motorcars of the Classic Era, the 1930 Packard 745 Deluxe Eight Roadster represents a masterful blend of engineering, prestige, and design. Built on Packard's longest wheelbase, an imposing 145 ½", it was the crown jewel of its lineup. At its heart lies a robust 384.8 cid straight eight, delivering 105 hp and a deep well of torque, perfectly suited for serene, high-speed touring.

Well known in Packard circles, it is believed this 1930 745 Deluxe was later fitted with its current roadster coachwork. It was eventually purchased by noted collector Fred Mauck in 1984 from the Harold Crosby collection, which had acquired and restored the car in the 1960s. Mr. Mauck, a former president of

the Packards International Motor Club, and his wife, Carol, proudly exhibited the car at numerous events and tours during their ownership, including the CCCA's 50th anniversary in 2002, the CCCA Far West Grand Classic, and a CCCA meet where it was awarded First Place.

In 2019, this Packard was purchased by Stan Lucas and remains in well-kept condition. The restoration, though older, has been carefully maintained and still presents with refinement. Its imposing grille, twin side-mounted spares, and sleek Dietrich-penned body lines continue to evoke admiration.

HIGHLIGHTS

One of Just 1,789 Deluxe Eights of All Types Built for 1930
Formerly Owned by Packards International Motor Club President Fred Mauck
CCCA First Place Award Winner with Strong Show History
Formerly Part of the Harold Crosby Collection
Currently Fitted with Elegant Dietrich-Designed Roadster Coachwork

SPECIFICATIONS

385 CID L-Head Inline 8-Cylinder Engine
105 BHP at 3,200 RPM
Single-Throat Updraft Carburetor
4-Speed Manual Gearbox
4-Wheel Mechanical Drum Brakes
Front Solid Axle with Semi-Elliptical Leaf Springs
Rear Live Axle with Semi-Elliptical Leaf Springs











1920 MERCER SERIES 5 'RACEABOUT'

\$150,000-\$200,000 without reserve

CHASSIS NO. 5092 ENGINE NO. 4658A

The merits of the Mercer Raceabouts of the 1910s and 1920s are such that enthusiasts have been seeking them out almost since the moment they were built. As a result, a number of the Sporting and Runabout models were converted to Raceabouts early in their lives – including this very car.

According to the Herb Royston list, this 1920 Series 5 had been converted by 1951, while under the ownership of Dr. Paul W. Morgan. It was later in the care of Mrs. William Hoffman of West Islip, New York – who proved to be a tough negotiator when William Harrah sought to acquire the car. A report on file from the Harrah collection archives notes that this Raceabout was restored in 1953 under prior ownership with guidance from some of the noted experts of the

day, including Joe Murchio, Vince Galloni, and Ralph Buckley.

Following Harrah's passing, the car was sold in the second dispersal auction to famed collector AI Ferrara, and resided for many years in a stable that included the Clark Gable Duesenberg SSJ. Staying within Ohio until 2022, it was acquired by Stan Lucas to sit alongside his ex-Richard C. Paine example as a well-patinated car.

Offering the looks and performance of a Raceabout – at a more affordable level – this handsome red "Raceabout" conversion commands attention.

HIGHLIGHTS

An Iconic American Brand and Model
Formerly Part of the Bill Harrah and Al Ferrara Collections
An Early Conversion of Mercer Sporting to Raceabout Body Style
Presented in a Striking Red Finish
CCCA and AACA Eligible

SPECIFICATIONS

298 CID L-Head Inline 4-Cylinder Engine Single Updraft Carburetor 72 HP at 2,000 RPM 4-Speed Manual Gearbox

Single Foot Brake on Driveshaft with Internal-Expanding Hand Brakes on Rear Wheels

Front Solid Axle with Semi-Elliptical Leaf Springs Rear Live Axle with Semi-Elliptical Leaf Springs







1909 STANLEY MODEL Z MOUNTAIN WAGON

\$90,000-\$120,000 without reserve

CHASSIS NO. 4279

Originally conceived to ferry guests from the railroad station to the iconic Stanley Hotel in Estes Park, Colorado, the Stanley Model Z was a purpose-built workhorse designed to conquer mountain terrain. Powered by a formidable 30 hp engine, it featured a 26" boiler and a $4\,\%$ " x $6\,\%$ " twin-cylinder engine. With a third removable seat offering nine-passenger capacity and quick conversion to a utility platform, it exemplified versatile design.

No original Model Zs are known to survive. However, their legacy lives on in a limited number of three-seat Mountain Wagons – six of which are known today – hand-assembled by legendary steam car restorer Carl Amsley of Chambersburg, Pennsylvania. Known affectionately as "sweepings," these

cars were built over decades from original Stanley parts and ingenuity born of necessity. This example is believed to be the final Mountain Wagon that Mr. Amsley completed, likely finished by 1991 and seen at Hershey in 1993.

Mechanically, it combines a 30 hp boiler with a 20 hp condensing Stanley engine and rear end. While Amsley's dwindling parts supply led to some aesthetic compromises, such as small-diameter wheels and long headlamp brackets, it remains a fascinating artifact of modern steam car craftsmanship. Featuring a rare Baker steam gauge and period-correct adaptations, this machine is both a curiosity and a tribute to the enduring appeal of steam motoring.

HIGHLIGHTS

Fantastic Tribute to Stanley's Legendary Mountain Wagon Believed to Be the Final Example Constructed by Carl Amsley Displayed at the 1993 AACA Hershey Fall Meet A Fixture in the Stan Lucas Collection for Decades Fantastic Collection Display and Conversation Piece

SPECIFICATIONS

Twin-Cylinder Double-Acting Steam Engine
20 HP (Rated)
2-Wheel Mechanical Drum Brakes
Front Solid Axle with Fully-Elliptical Leaf Springs
Rear Live Axle with Fully-Elliptical Leaf Springs











1910 STEVENS-DURYEA MODEL X FIVE-PASSENGER TOURING

\$90,000-\$120,000 without reserve

CHASSIS NO. 16363 ENGINE NO. 1912

Stevens production from 1908 to 1910 consisted of two four-cylinder, 36 hp models – with the Model X being a handsome touring car, which retailed at \$2,850. The company built its own coachwork and, as seen here, the cars were of high quality, with beautifully ornate and intricate moldings.

The history of this example can be traced through the Stevens-Duryea registry, which records ownership in Cleveland, Ohio, by 1953, when it was acquired by Franklin Hershey of Oakland, California, in August that year. In 1956, the car passed to Carl Saunders, then spent time in the famed Harrah Collection before being acquired by collector George Schilling. It finally found a long-term home with the Eastwood family in 1966. Doug Eastwood retained this Stevens-Duryea

for many years, eventually passing it to his daughter, Jean Burns, in 1998. Stan Lucas purchased it from the family in the early 2000s.

A well-kept example, its paintwork in rich burgundy with red fine lines has a unified finish, the driver footboard and floor panel retain period rubber, and the interior is similarly in very fine order – all suggesting that they are original to the car. This four-cylinder Stevens-Duryea exemplifies the traits that appealed to Mr. Lucas for his exceptional collection: long-term ownership, intrinsic authenticity, and remarkably preserved condition.

HIGHLIGHTS

Documented in the Stevens-Duryea Register
Ownership History Includes Harrah Collection
Owned by the Eastwood Family for More than 30 Years
An Appealing Well-Patinated Example of This High-Quality Marque
Elegantly Presented in Rich Burgundy with Red Accent Pinstriping

SPECIFICATIONS

318 CID L-Head Inline 4-Cylinder Engine 24 HP

3-Speed Manual Gearbox

2-Wheel Mechanical Drum Brakes with Transmission Brake

Front Solid Axle with Semi-Elliptical Leaf Spring Suspension

Rear Live Axle with Semi-Elliptical Suspension and Transverse Leaf Spring









1915 STUTZ MODEL 4F 'BEARCAT'

\$175,000-\$225,000 without reserve

CHASSIS NO. 4F2548 ENGINE NO. AI-2380

Evoking the raw spirit of early American performance, the 1915 Stutz Bearcat is a symbol of speed, grit, and defiance. This was the machine that dared to challenge the Mercer Raceabout and captivated a generation of drivers with its daring, no-frills construction and thunderous performance.

This 1915 Stutz Model 4F "Bearcat," finished in a rich dark red with black fenders and black leather seats, exemplifies the exhilarating design that excelled as America's premier sports car. Powered by a 390 cid Wisconsin T-head engine producing 50 bhp and mated to a three-speed transaxle, it offers the visceral driving experience that made the Bearcat a legend on road and racetrack.

This example was cared for by prominent collector William G. Lassiter for many years, before being sold as part of his collection by Christie's in March 1999. While it is believed that the car may have originally left the factory in touring form, the Bearcat-style configuration it now wears was executed with exceptional craftsmanship. Throughout its life this Bearcat has been shown, toured, and has participated in vintage events, including the Deadhorse Hillclimb. Notably, it was featured on the cover of *The Bulb Horn* magazine in December 1982. Today, this Model 4F remains a visually striking tribute to one of the most evocative names in prewar motoring.

HIGHLIGHTS

Legendary T-Head Wisconsin Engine Delivers Thrilling Performance Iconic Bearcat Styling with Twin Bucket Seats, Bolster Tank, and Minimal Body Benefits from Long-Term Enthusiast Care

Featured on the Cover of VMCCA's *The Bulb Horn* Magazine in 1982 Superb Bearcat-Style Conversion with Exceptional Craftsmanship and Period-Correct Detail

Last Publicly Offered in Christie's 1999 Sale of the William G. Lassiter Collection

SPECIFICATIONS

390 CID Wisconsin T-Head Inline 4-Cylinder Engine Single Updraft Carburetor Estimated 50 BHP at 1,500 RPM 3-Speed Manual Transaxle Rear Mechanical Brakes, Internal Expanding Front Solid Axle with Semi-Elliptical Leaf Springs Rear Live Axle with Semi-Elliptical Leaf Springs











\$30,000-\$50,000 without reserve

CHASSIS NO. 18807364

Introduced in 1932, Ford's V8 model brought big-engine performance to the affordable car market. Improvements for the 1934 model included 85 hp, refined interiors, newly designed leaf-spring suspension, upgraded shock absorbers, and enhanced handling courtesy of an increased steering gear ratio to 15:1 - making it the most advanced Ford to date. While the early history of this V8 Deluxe Phaeton remains unknown, it was acquired in the 1960s by Dick Stockton of Ohio. He began a frame-off restoration in the early 1980s, completing it to a highly correct standard before Stan Lucas purchased it in 1988. One of eight body styles offered for 1934, this Phaeton combines the joy of open-air motoring with the practicality of additional seating for family and friends making this a desirable choice for early automotive enthusiasts.

HIGHLIGHTS

Highly Correct Older Restoration Coveted Ford V-8 Engine Features Lovely Finish in Cordoba

SPECIFICATIONS

221 CID L-Head V-8 Engine 85 HP at 3.800 RPM 3-Speed Manual Gearbox





\$15.000-\$25.000 without reserve

CHASSIS NO. 40800 | ENGINE NO. 40800

The 1912 EMF Model 30 Touring represents the final chapter of the Everitt-Metzger-Flanders story before its merger with Studebaker. The Model 30 was the company's most successful creation, powered by a reliable four-cylinder engine with a three-speed transaxle. The Model 30 was known for its nimble performance and quality construction, offering more refinement than a Ford of the period. Charmingly finished in light blue over black button-tufted upholstery and gray wooden-spoke wheels, this 1912 EMF is a well-preserved example, purchased by Mr. Lucas in July 2006 from Bill Cuthbert of Santa Maria, California. A delightful Brass Era touring car with enduring appeal and usability, it is ideal for HCCA tours and early motoring events.

HIGHLIGHTS

Final Year of EMF Production Before Merger with Studebaker

Eligible for HCCA and Pre-1916 Vintage Events

Excellent Entry into Early American Motoring

SPECIFICATIONS

226 CID L-Head Inline 4-Cylinder Engine

Estimated 30 HP at 1.800 RPM 3-Speed Manual Transaxle



\$25,000-\$50,000 without reserve

CHASSIS NO. 12186 | ENGINE NO. 11875

With its Hispano-Suiza-inspired V-8 engine shoehorned neatly beneath the hood, in an otherwise unassuming 1920s runabout, the Wills Sainte Claire offered refined performance and engineering ahead of many of its contemporaries.

In April 1998, when a significant portion of William A. Pettit's garage was sold at a Christie's auction in Tarrytown, New York, Stan Lucas was an active participant in the event and secured this Roadster. Described modestly at the time as an older restoration that had been exchanged with a friend for a Cord, this fine example has aged gracefully in Mr. Lucas' collection, with the paintwork showing crazing in places and a general patination throughout.

HIGHLIGHTS

Childe Harold Wills' Innovative V-8-Engine Automobile

Formerly in the William A.C. Pettit Collection

> A Well-Patinated Older Restoration

SPECIFICATIONS

265 CID SOHV V-8 Engine 67 BHP at 2,800 RPM 3-Speed Manual Gearbox



\$20,000-\$30,000 without reserve

CHASSIS NO. 30196328L18 | ENGINE NO. 30-144297

While the early history of this Franklin remains undocumented, its known provenance begins with A.C. Franklin of Douglas, Arizona - a fitting coincidence given his surname. In 1961, it was acquired by James Thompson of Homeland, California. Starting in 1976, Stan Lucas pursued the car for eight years before finally acquiring the Franklin from the Thompson family in 1984.

Though not freshly restored, this Franklin presents a well-preserved, older restoration and features the desirable Convertible Coupe body style. It offers its next caretaker the opportunity to participate in H.H. Franklin Club Inc. events - most notably the famed Franklin Trek in Syracuse, New York - and to experience firsthand the appeal of these air-cooled automobiles.

HIGHLIGHTS

Features Rare and Desirable Convertible Coupe Body Style

Long-Time California Car Eliaible for H.H. Franklin Club Events **SPECIFICATIONS**

274 CID Air-Cooled OHV Inline 6-Cylinder Engine 60 HP at 2.500 RPM

3-Speed Manual Gearbox

c. 1899 LOCOMOBILE STYLE 2 STANHOPE



\$30,000-\$40,000 without reserve

CHASSIS NO. 9

This Locomobile can trace its heritage to noted collector James Leake in the 1970s. Under Mr. Leake's ownership, this example was cosmetically and mechanically restored, and rewarded by the AACA with a First Prize in 1976. It subsequently passed to the San Antonio Museum Association collection in 1978, from whom Stan Lucas purchased it at Christie's Pebble Beach auction in 1994.

While in the San Antonio collection, this Locomobile was noted to have been routinely used for public displays, and notes on file suggest that Herb Glasier initially maintained the car under Mr. Lucas' ownership. Potentially eligible for the London to Brighton Veteran Car Run, it would need careful mechanical review before use.

HIGHLIGHTS

One of the Most Popular Early Steam Car Models

Formerly Part of the James Leake and San Antonio Museum Collections

London to Brighton Veteran Car Run Eligible

SPECIFICATIONS

2-Cylinder Double-Acting Steam Engine

Single-Contracting Band Brake

c. 1903 OLDSMOBILE MODEL R **CURVED DASH' RUNABOUT**



\$40,000-\$50,000 without reserve

ENGINE NO. 17387

Founded by automotive pioneer Ransom E. Olds in 1897, the Olds Motor Works faced disaster on March 9, 1901, when a fire destroyed the factory, leaving just one prototype intact: the Curved Dash. Not to be deterred from building an automobile, Olds put all of his efforts into the Curved Dash, and in November drove one from Detroit to New York City for the New York Auto Show. The car was an instant success and garnered over 1,000 orders, becoming the world's first mass-produced and America's best-selling automobile from 1902 to 1905.

Acquired by Stan Lucas in February 2004, this example was restored in prior ownership and appears to have seen little, if any, use. Presented today in period-correct black with red accents, it nicely reflects the ingenuity and charm of early Brass Era motoring.

HIGHLIGHTS

Charming Example of Oldsmobile's Iconic "Curved

Eligible for the Annual London to Brighton Veteran Car Run

America's Best-Selling Automobile from 1902 to 1905

SPECIFICATIONS

95.4 CID L-Head Single-Cylinder Engine

5 HP at 600 RPM

2-Speed Manual Planetary Transmission with Single-Chain Drive



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Registration Required. No person may bid at an Auction unless registered. Prospective bidders may submit a request to register for an Auction by following the instructions displayed on the registration page of the Site (at goodingco.com/register).

Financial Guarantee. In each instance, prospective bidders will be required to complete and execute the applicable registration application forms and provide an original bank letter of guarantee or other form of proof of ability to pay for purchases, in either case, in an amount and in a form acceptable to Gooding Christie's in its sole discretion (the "Guarantee"). Prospective bidders authorize the release of financial information to Gooding Christie's for the purpose of verifying ability to pay for purchases. The Bidder Registration Application, Telephone and Absentee Bidder Registration Application and a sample bank letter of guarantee are provided at goodingco.com/register.

Registration Timing Requirements. With respect to "Geared Online"-branded Auctions, which are conducted by an online system that performs the functions traditionally performed by an Auctioneer (e.g., assessment and acceptance of bids, advancement of bidding increments) (such system, the "Online Bidding System", and each such Auction, an "Online-Only Auction"), requests to register as a bidder must be received at least 24 hours prior to 12:00 am Pacific Time on the last day of the Auction (i.e., the day all Lots are scheduled to close). With respect to Auctions that are conducted by an Auctioneer (each, a "Live Auction"), requests to register as an absentee and telephone bidder must be received at least 24 hours prior to the scheduled start of the session of the Auction in which the bidder wishes to bid. Gooding Christie's will issue each registered bidder a paddle, paddle number and/or other identifier for purposes of identification during the Auction ("Paddle").

Gooding Christie's Discretion. Gooding Christie's is an equal opportunity company that does not discriminate on the basis of race, color, national origin, gender, religion, age or disability in the provision of services. Subject to the foregoing, Gooding Christie's reserves the right, in its sole discretion, to refuse admission to the premises of an Auction or to register and/or issue a Paddle to any person or to revoke a Paddle granted to any bidder with or without cause.

BIDDER RESPONSIBILITIES

Principal/Agent. Unless Gooding Christie's is notified in writing by the principal in advance of the Auction on a form and in a manner acceptable to Gooding Christie's in its sole discretion that the bidder is acting as an agent for the principal (an "Agent"), and Gooding Christie's in its sole discretion acknowledges in writing such agency and issues a Paddle to such agent as an agent for the designated principal, each bidder shall be deemed to be bidding as a principal for its own account and shall be personally responsible for payment in full of the Purchase Price (as defined below) and other amounts due as Buyer and for fulfillment of all Buyer's obligations and covenants under the General Conditions.

Each bidder is personally responsible for any use of its Paddle, and each bidder agrees that, except as otherwise provided above with respect to agents, it is personally liable under the General Conditions for the full Purchase Price (as defined below) and other amounts due if the Paddle is used in the winning of any Lot(s), whether by the respective bidder or by any other person.

Compliance with Law. By participating in the Auction and/or bidding, each bidder and Buyer is expressly representing and warranting to Gooding Christie's that it is complying with and agrees to comply with all applicable laws, rules and regulations, and the General Conditions. Further, each bidder and Buyer expressly represents, warrants and covenants that: (i) they are not subject to any economic sanctions and export controls restrictions administered or enforced by any relevant sanctions authority (including U.S. Department of the Treasury's Office of Foreign Assets Control (OFAC) and Department of Commerce's Bureau of Industry and Security (BIS), the United Nations, the European Union and in the United Kingdom (UK), Her Majesty's Treasury's Office of Financial Sanctions Implementation (OFSI) or the UK Export Control Joint Unit (ECJU)) ("Sanctions") or owned, partially owned or controlled by an individual or entity subject to Sanctions, and they have not been charged with or convicted of money laundering, terrorism or other crimes (whether in the United States or elsewhere); (ii) funds used for their purchase at the Auction are not connected with or derived from any criminal activity (whether in the United States or elsewhere); (iii) funds used for their purchase at the Auction will not be transferred from, or otherwise involved in any financial transaction related to the purchase, any financial institution subject to Sanctions or owned, partially owned or controlled by an individual or entity subject to Sanctions; and (iv) items purchased at the Auction are not being, and shall not be, transferred to or used in any jurisdiction in contravention of any Sanctions or purchased or to be used in any way connected to the facilitation of breaches of applicable tax, money-laundering or anti-terrorism laws and regulations.

Each Agent represents, warrants and covenants that: (i) they have conducted due diligence into their principal to (a) confirm whether the principal is subject to any Sanctions, or owned, partially owned or controlled by an individual or entity subject to Sanctions, and (b) verify the source of the principal's funds, and they shall make due diligence records available for inspection on request from Gooding Christie's; (ii) their principal is not subject to any Sanctions or owned, partially owned or controlled by an individual or entity subject to Sanctions, and they have no reason to suspect that their principal has been charged with or convicted of money laundering, terrorism or other crimes (whether in the United States or elsewhere); (iii) funds used for their purchase at the Auction are not connected with or derived from any criminal activity (whether in the United States or elsewhere); and (iv) items purchased by the Agent at the Auction are not being, and shall not be, transferred to or used in any jurisdiction in contravention of any Sanctions or purchased or to be used in any way connected to the facilitation of breaches of applicable tax, money-laundering or anti-terrorism laws and regulations.

Compliance with Policies. Each bidder, Buyer, and other person attending or participating in an Auction further agrees to comply with all applicable policies and procedures Gooding Christie's may communicate from time to time, including any posted signage.

No Photography. Without limiting the generality of the foregoing, each bidder, Buyer and attendee agrees that: (i) they shall not conduct any photography, audio, video,

or other recording or broadcast of any kind inside any bidding tent without an official Gooding Christie's-issued press pass and an executed photography and video agreement; and (ii) any photography, audio, video, or other recording they capture outside the bidding tent is solely for their own personal use and shall not be redistributed or rebroadcast in any medium, nor used for any commercial purpose.

GOODING CHRISTIE'S AS AGENT FOR SELLER

All Lots in the Auction are offered by Gooding Christie's as agent for the seller of the Lot (the "Seller") and not on behalf of Gooding Christie's. Gooding Christie's shall not have any liability or responsibility for any act, omission, default or failure by any Seller.

DESCRIPTIONS OF PROPERTY

Any written or oral descriptions of the Lots or related information, including any published catalogue, Lot description or other Auction-related materials, postings, announcements, press releases, advertisements, bill of sale or invoice, or statements or affirmations made by or on behalf of Gooding Christie's prior to or at the Auction, including any reference to a Lot as being a particular model, make, or type or the rarity or uniqueness or provenance thereof, are only statements of opinion and not statements of fact and do not, and shall not under any circumstances be deemed to, create or constitute representations or warranties of any kind by Gooding Christie's or the Seller. Each bidder and Buyer hereby acknowledges and agrees that they are not entitled to rely, and they each agree not to rely, upon any of such descriptions, statements, affirmations, information or materials for any purpose, and that none of the foregoing are a part of the basis of the bargain of the purchase and sale of any Lot, nor do or shall any of the foregoing supersede or modify any of the General Conditions.

INSPECTION OF LOTS

Viewing Hours and Appointments. During viewing hours or by appointment (as applicable), bidders are provided an opportunity to inspect the Lots prior to bidding and are invited and strongly encouraged to conduct, and must solely rely upon, their own independent inspection and examination of any Lot and all matters relating thereto before placing any bid. Refer to the published event information, including the "Event Information" page on the Site, for the viewing hours and information for scheduling appointments.

Buyer Responsibility. Gooding Christie's has no obligation or responsibility, and does not assume any obligation or responsibility, to undertake an inspection of any Lot prior to the Auction. Bidders are solely responsible for inspecting the Lots prior to bidding (regardless of whether Gooding Christie's conducts its own inspection of the Lot) and satisfying themselves as to the condition of the Lots and all other matters relating to the Lots, including condition, title, importance, value, quality, authenticity, description (including the published Lot description), provenance and whether or not any Lot complies with any applicable federal, state or other laws or regulations of any kind, and to identify any repairs, restoration or replacement parts

and to ascertain completeness. As the condition and other potentially relevant matters related to a Lot are not necessarily easily determined, and Gooding Christie's does not claim or possess any peculiar knowledge or experience in determining such matters and does not have access to relevant information, Gooding Christie's does not, and does not assume any obligation or responsibility to, undertake a level of inspection necessary to obtain or verify such information, including any published Lot description or other description or announcement or affirmation, and Gooding Christie's relies upon information provided by the Seller.

No Warranty on Condition. Gooding Christie's does not assume any responsibility to determine the condition of any Lot, and any condition report (and/or any other description or information provided relating to the Lot, including in the published Lot description, in any statement by any employee, officer, agent, or representative of Gooding Christie's, or in any other Auction-related materials) is not intended to and does not negate or modify the paragraph labeled "As Is – No Warranty" or any other provisions of the General Conditions, contains only statements of opinion and not statements of fact, and shall not be deemed to create representations or warranties of any kind. In no event shall Gooding Christie's or any of its directors, employees, officers, agents or representatives have any liability or responsibility for any matters relating to or arising out of such report and/or the condition of any Lot, regardless of the content or omissions of, or any errors in, the report. The absence with regard to a Lot of any mention of repairs, damage, replacement parts or restoration in any condition report, published Lot description or statements by Gooding Christie's shall not be deemed to mean the Lot is free of the foregoing, nor shall reference to any of the foregoing be deemed to exclude any others.

CERTIFICATE OF TITLE; REGISTRATION

Gooding Christie's makes no representation or warranty with respect to any existing certificate of title or registration with regard to any Lot. It is each bidder's and Buyer's responsibility to make their own independent investigation with regard to the title, including examining any and all documentation pertaining to the title or registration provided by the Seller and made available by Gooding Christie's prior to the Auction, and determining whether a Lot is or can be registered. Gooding Christie's does not guarantee or make any representation or warranty that any or all title or registration documentation will satisfy the requirements of any state in the United States or of any foreign jurisdiction, and Gooding Christie's shall not be liable under any circumstances with regard to whether or not such documentation is acceptable, complete or adequate, or otherwise in connection therewith. All such title documentation is provided by the Seller, and Gooding Christie's does not assume any responsibility or liability with regard to such title documentation or the quality or marketability of title to any Lot.

The Buyer of a Lot is solely responsible for complying with all registration requirements as to such Lot. Subject to the foregoing, for Vehicles purchased at any Live Auction held in California or Online-Only Auction, Gooding Christie's will manage the title transfer process on the Buyer's behalf, send the Buyer the title by courier after the Auction and assess a documentation fee in the amount of \$80.00 per Vehicle. Upon receipt of such title, the Buyer is responsible for registering the Vehicle at its final destination.

ABSENTEE, TELEPHONE, AND ONLINE BIDDING

Generally. Subject to availability during the Auction and prior approval in Gooding Christie's discretion, with respect to one or more Lots as determined in Gooding Christie's discretion,

Gooding Christie's, only as an accommodation and convenience, may offer absentee, telephone and online bidding to bidders who cannot attend a Live Auction, as well as absentee and telephone bidding to bidders participating in an Online-Only Auction. Telephone bids and the bidder's telephone conversation with Gooding Christie's employee, officer, agent or representative may be recorded, and by participating or bidding at the Auction by phone the bidder expressly consents to all such recording.

Bidding Increments. Bidding will be opened at a level determined by Gooding Christie's (via the Online Bidding System) or the Auctioneer, as applicable ("Auction Conductor"), and will generally advance in increments of approximately 10% or as may be otherwise set forth in notices posted by Gooding Christie's on the "Important Notices" or "Event Information" pages of the Site. Absentee, telephone or online bids that do not conform to these increments may be lowered to the next bidding increment as determined by the Auction Conductor. Gooding Christie's will attempt to execute absentee bids and any emergency covering bids for telephone bidding and online bids at the lowest price, taking into account reserves and bids from all other parties and determining bid precedence in the event of simultaneous or near-simultaneous bids. Each bidder also authorizes Gooding Christie's to bid on the bidder's behalf on the Lots specified up to the amount specified by the bidder.

Countdown Clock. With respect to any Lot in an Online-Only Auction, at least three minutes must elapse between placement of the final bid and the close of bidding. In furtherance of the foregoing, with respect to any such Lot, if a bid is placed with fewer than three minutes remaining on the countdown clock for bidding ("Countdown Clock"), then the bidding period will be extended and the Countdown Clock will be reset at three minutes, and such extensions will continue indefinitely until there is no more bidding activity on the Lot for a period of three consecutive minutes. The extension of any one Lot's closing time will not affect other Lots' closing times; therefore, in any Online-Only Auction, Lots may close out of numerical lot order.

CURRENCY CONVERTER

Gooding Christie's may provide a currency converter during the Auction as an accommodation to bidders who wish to follow the bidding in foreign currencies, and any rates quoted or displayed are only indications of the conversion amount and shall not be relied upon by any bidder or Buyer for any purpose, including bidding. Gooding Christie's shall not be liable or responsible for any errors or omissions in connection with such currency conversions or rates, and the bidder accepts and assumes all responsibility and liability for any errors or omissions relating thereto and for calculating any conversion rates. Currency conversion rates may change from the time of bidding to the time of payment. All bids are made in and must be paid in U.S. Dollars. With respect to Online-Only Auctions, bids will display in U.S. Dollars only.

ESTIMATES

Estimates for the Lots published in any Lot description do not include the Buyer's Premium (as defined below) or any taxes, are only opinions, are prepared well in advance of the Auction, are subject to change, and may be amended either orally or in writing prior to or at the Auction. Estimates should not be relied upon, and each bidder and Buyer hereby agrees not to rely upon any estimate, as fact or a guarantee or prediction of the actual selling price or value of a Lot, and Gooding Christie's shall not have any liability with regard to any estimates under any discount of the actual selling price or value of a Lot, and Gooding Christie's shall not have any liability with regard to any estimates under any

RESERVES

Unless otherwise specified in the published Lot description or announced at the Auction, the Lots will be offered subject to a reserve, which is the minimum amount that the Seller is willing to accept with regard to the respective Lot. Reserves are confidential and will not exceed the low presale estimate. Gooding Christie's may act to protect the reserve by bidding through the Auction Conductor, which may open bidding below the reserve by placing a bid on behalf of the Seller, place bids on behalf of the Seller up to the reserve amount, place bids in response to other bidders or elect to withdraw the Lot from bidding if the opening bid is below the reserve. The Auction Conductor shall not be obligated to specifically identify bids placed on behalf of the Seller to protect the reserve nor will the Auction Conductor place a bid on behalf of the Seller at or above the reserve. Sellers may not bid on Lots they have consigned to Gooding Christie's without prior announcement at the Auction.

AUCTION CONDUCTOR'S ROLE/BIDDING DISPUTES

Generally. The Auction Conductor has the absolute right and ability to refuse any bid or to split or advance bidding in any increments, regardless of any increment parameters set forth in the published Lot description or otherwise. The Auction Conductor makes the final determination about the validity of any bid, any error relating to bidding or any bid (including error by the Auction Conductor or Gooding Christie's), or any dispute between bidders, whether bids are made in person, through an agent or representative, by absentee bid, by telephone bid, by online bidding, or by otherwise attending or participating in the Auction. The Auction Conductor has the absolute right and ability to choose to continue bidding, refuse a bid, cancel a bid, determine the successful bidder (including in the event of simultaneous or near-simultaneous bids), withdraw a Lot, reoffer a Lot, reopen bidding or restart the bidding, as the case may be, including in the event of concern, error, dispute or doubt with regard to any bid or bidding. In any dispute, Gooding Christie's records (including the records of the Online Bidding System, as applicable), in each case whether audio, visual or written, are conclusive.

Buyer's Premium; Taxes. Bid amounts, including the amount of any winning bid or final bid price, do not include the Buyer's Premium (as defined below) or any taxes.

Bids Are Final. Each bid is final, binding, and irrevocable, and bidders may not change, retract or rescind any bid once made.

THE BUYER

Binding Contract. The buyer ("Buyer") is the highest bidder acknowledged by the Auction Conductor and accepted by Gooding Christie's, subject to the reserve, if any, and the terms of the General Conditions. The fall of the Auctioneer's hammer (with respect to Live Auctions) or the moment when the Countdown Clock reaches zero (with respect to Online-Only Auctions), as applicable (the "Fall of the Hammer"), marks the acceptance of the Buyer's bid and a contract of purchase and sale is made between the Buyer and Seller. Gooding Christie's is not a party to the contract of purchase and sale and Gooding Christie's shall not be liable or responsible for any breach or default of such contract by either Buyer or Seller. All sales are final.

Risk of Loss. Upon the Fall of the Hammer, the Buyer is thereupon responsible for and assumes all risk of loss or damage to such Lot. Gooding Christie's, its employees, officers, directors, agents and representatives shall not be liable for any loss or damage to or any loss or damage caused by any Lot at any time.

Confirmation of Purchase. With respect to Live Auctions, immediately following the Fall of the Hammer, any Buyer that is physically present at the Auction shall be required to execute a Confirmation of Purchase, which confirms Buyer's purchase of the Lot as announced by the Auctioneer.

BUYER'S PREMIUM

In addition to the final bid price, the Buyer is required to pay Gooding Christie's a percentage of the final bid price, which Gooding Christie's retains (the "Buyer's Premium"). Gooding Christie's Live Auctions in the U.S. and Online-Only Auctions will have the following Buyer's Premiums:

- For Vehicle Lots: Live Auctions in the U.S.: (a) For a final bid price of \$250,000 and below, Gooding Christie's will receive a Buyer's Premium of 12% of the final bid price; and (b) for a final bid price of above \$250,000, Gooding Christie's will receive a Buyer's Premium of 12% on the first \$250,000 and 10% on the remainder of the final bid price. Online-Only Auctions: Gooding Christie's will receive a Buyer's Premium of 10% of the final bid price.
- For Automobilia Lots: Gooding Christie's will receive a Buyer's Premium of 25% of the final bid price.

PAYMENT

Purchase Price. The purchase price to be paid by the Buyer is, and the Buyer acknowledges it is responsible for and agrees to timely pay, the sum of the final bid price (the highest bid acknowledged and accepted by the Auction Conductor), plus (i) the Buyer's Premium and (ii) all applicable state and local sales and/or use taxes and license fees (such taxes and fees to be determined by Gooding Christie's in its sole discretion) (collectively, the "Purchase Price").

Payment Terms. Payment of the full Purchase Price is due to Gooding Christie's no later than the Wednesday following completion of the Auction by (x) 5:00 pm local time of the Auction location with respect to Live Auctions or (y) 5:00 pm Pacific Time with respect to Online-Only Auctions.

Late Payment Fees. Gooding Christie's and/or the Seller reserves the right to charge interest to the Buyer of up to a maximum of 18% per annum (or the maximum rate permitted by law if less than 18%) on any portion of the Purchase Price if the Buyer does not make timely payment of the Purchase Price when due under these Conditions of Sale. Such interest shall be calculated from when the Purchase Price (or any part there of) became due, until it is paid.

Other Amounts. In addition, the Buyer acknowledges it is responsible for, and agrees to timely pay, (a) any and all costs and expenses incurred on behalf of the Buyer and/or as a result of the Buyer's failure to timely and fully comply with the General Conditions, including removal, transport and storage costs for the Lot and taxes thereon and (b) all other amounts due and owing pursuant to the General Conditions.

Payment Method. All payments must be made by wire transfer, certified bank check, cashier's check or, with prior approval of Gooding Christie's finance department, personal or company check. Unless otherwise agreed to by Gooding Christie's in writing, Gooding Christie's will not accept payment of any portion of the Purchase Price from any party other than the Buyer.

Passage of Title. Title to a Lot does not pass to the Buyer until good and cleared funds in the amount of the full Purchase Price are received by Gooding Christie's.

PROMOTIONAL PRICING

Gooding Christie's may offer certain promotional pricing (including waiving certain fees) from time to time that differs from standard rates for registration and the like ("**Promotional Pricing**"), and may discontinue such Promotional Pricing at any time. Such Promotional Pricing is offered in Gooding Christie's sole discretion, and offering Promotional Pricing to one or more individuals on a particular occasion does not constitute a commitment to offer the same Promotional Pricing on any other occasion, or to any other individuals on any particular occasion.

COLLECTION, REMOVAL, AND STORAGE

Following the Auction, Buyer must remove all Lots from the Auction site, Gooding Christie's facility or other location as directed by Gooding Christie's (as applicable) at Buyer's risk and expense, no later than (x) 5:00 pm local time on the Wednesday following completion of the Auction with respect to Live Auctions or (y) 5:00 pm Pacific Time on the Friday following completion of the Auction with respect to Online-Only Auctions (or such other time communicated by Gooding Christie's to bidders and/or Buyers). If not removed timely by Buyer, in addition to any and all other remedies and rights Gooding Christie's may have, Gooding Christie's shall have the right (but not the obligation) to remove any Lot at Buyer's sole risk and expense and store it, at Buyer's expense, including removal, storage, transportation and handling expenses and costs and applicable taxes, at a third-party warehouse, and Buyer hereby grants Gooding Christie's an irrevocable power of attorney to remove and store such Lots at Buyer's expense. Except in Gooding Christie's sole discretion, no Lot shall be released to Buyer until Gooding Christie's has received payment in full, in good, cleared funds, of the Purchase Price for the Lot, and Buyer has fully complied with the General Conditions.

ROADWORTHINESS/COMPLIANCE

Notwithstanding any oral or written statement or description of any kind regarding any Vehicle, whether by or on behalf of Gooding Christie's or Seller, including in the published Lot description, all Vehicles are sold "as is" and only as collector's items and Vehicles may not be suitable for use on the road. The Buyer of any Vehicle who intends to use the Vehicle on the road is responsible for determining roadworthiness and for complying with all applicable regulations regarding title, registration, insurance, emission control and safety equipment and the Buyer assumes all risk of whether any such Vehicle will or does comply, and neither Gooding Christie's nor Seller shall have any liability or responsibility of any kind for failure to comply by or lack of roadworthiness of any Vehicle.

EXPORT PERMITS

The Buyer is responsible for determining whether or not an export permit is required to export a Lot and for obtaining and paying the costs of any permits or licenses necessary to export any Lot from the United States or any other country where it is registered and/or import it into any other country, and for the payment of any import duty that may be levied by the country of import. Gooding Christie's makes no representation or warranty of any kind with regard to whether or not any Lot can be exported or imported or the issuance of an export or import permit for any Lot.

DATA USE

Gooding Christie's will hold and process your personal information and may pass it to another "Christie's Group" company for use as described in, and in line with, our privacy notice at

christies.com/about-us/contact/privacy (available also at goodingco.com/privacy) and if you are a resident of California you can see a copy of our California Consumer Privacy Act statement at www.christies.com/about-us/contact/ccpa (available also at goodingco.com/privacy). Christie's Group is Christie's International Plc, its subsidiaries and other companies within its corporate group, including but not limited to Gooding & Company, LLC.

COPYRIGHT

Gooding Christie's shall own the copyright in all photographs, videos, illustrations and written descriptions of the Lots created by or for Gooding Christie's. Without limiting the foregoing, Gooding Christie's shall have the right to use, publish, display and reproduce any and all of the foregoing for any purpose and in any media at its discretion at any time in any manner whether before and/or after the Auction, and no bidder or Buyer shall have any right, title or interest to any of the foregoing. Each bidder and Buyer agrees they will not use, reproduce or publish for any purpose any such photographs, videos, illustrations or written descriptions created by or for Gooding Christie's.

LIKENESS

Each bidder, Buyer, or other person attending or participating in an Auction or inspection grants all necessary rights to Gooding Christie's and agrees that Gooding Christie's has permission and license to use his or her likeness for television, video, online, social media, still photography and/or any other visual or audio recording, display, transmission, broadcast and/or publication for any and all purposes (including advertising and marketing), worldwide, at any time or times in perpetuity, including concurrent with and/or subsequent to the Auction or inspection, and waives all rights or claims (including residual rights and rights of privacy and publicity) that might arise from use of any attendee's image, voice, picture or likeness for any purpose, including at any future date, under all applicable laws, including common law or by statute.

Gooding Christie's reserves the right, in its sole discretion, to (a) withdraw any Lot at any

GOODING CHRISTIE'S RIGHTS

time prior to or at the Auction, (b) postpone or cancel the Auction of any or all of the Lots for any reason, (c) reject or refuse any bid from any party before or during the Auction, (d) revoke any bidder's Paddle or otherwise withdraw Gooding Christie's permission for the bidder to participate in the Auction or use the Site or App, (e) terminate a registered bidder's bidding account, or (f) rescind or terminate any sale if Gooding Christie's determines in its sole discretion that it cannot complete the transaction for any reason, in which event Gooding Christie's shall refund any payment by Buyer which has not yet been transferred to Seller, as well as any Buyer's Premium paid to Gooding Christie's, and Buyer shall have no further remedy of any kind against Gooding Christie's notwithstanding anything to the contrary in the General Conditions. Each bidder and/or Buyer agrees that Gooding Christie's shall not have any liability whatsoever to any bidder for exercise of any of the foregoing rights, or for any errors in execution or failure to execute any bid(s), regardless of circumstances or events of any kind.

NONCOMPLIANCE OF BUYER/REMEDIES

Remedies. If the Buyer or a bidder fails to comply with any of the General Conditions, including if a Buyer or bidder fails to timely pay the full Purchase Price and/or remove a Lot when and as required by these Conditions of Sale, the Buyer or bidder, as the case may be, shall be in breach

and default of the General Conditions, and shall be liable to Gooding Christie's, and each bidder and Buyer agree that Gooding Christie's shall be entitled to recover from such Buyer or bidder, as the case may be, any and all damages, costs, expenses, fees (including attorneys' fees) and other amounts suffered and/or incurred by Gooding Christie's as a result of such failure to comply (including any such damages, costs, expenses, fees and other amounts suffered or incurred as a result of suit(s) by the Seller or other third parties). Further, in such event of a failure to comply, Gooding Christie's may, in its sole discretion, at any time and from time to time, in addition to all other available remedies under the General Conditions, at law and otherwise, and without any notice to such Buyer or bidder, take any one or more of the following actions to the fullest extent allowed by law: (a) hold the defaulting Buyer or bidder. as the case may be, liable for the Purchase Price, all other amounts due under the General Conditions, and all damages, costs and expenses suffered or incurred by Gooding Christie's and/or the Seller as a result of such default and failure to comply, including initiating legal action against the Buyer or bidder, including an action for specific performance; (b) cancel or rescind the sale; (c) resell the Lot(s) with or without reserve privately or at public auction. in which case the Buyer or bidder shall be liable for any deficiency between the Purchase Price and other amounts due under the General Conditions (plus all damages, costs, expenses. fees (including attorneys' fees) incurred by Gooding Christie's and/or the Seller as a result of noncompliance and all commissions, premiums and fees applicable to such resales) and the price received upon the resale; (d) remove or arrange for the removal and storage of the Lot at the sole risk and cost of such defaulting Buyer or bidder; (e) offset any sums due from Gooding Christie's to the Buyer or bidder against the Purchase Price and all other amounts due and owing by the Buyer or bidder under the General Conditions; (f) repossess the Lot(s) for which the Purchase Price or any portion thereof is unpaid, and resell such Lot(s) and apply the sale proceeds against amounts owed by such Buyer or bidder under the General Conditions; and/or (g) take any other action that Gooding Christie's in its sole discretion deems necessary or desirable, including any combination of the foregoing remedies.

Short Payments. If Buyer or bidder has purchased more than one Lot and Gooding Christie's receives less in payment than the total due for all Lots purchased, Gooding Christie's may apply the funds received toward payment of whichever Lot(s) it selects in its sole discretion, regardless of what the Buyer or bidder may or may not direct.

Security Interest. By registering to bid or by placing a bid at the Auction, each Buyer and bidder hereby agrees to grant Gooding Christie's, and Gooding Christie's shall be deemed to have, a first priority security interest in, and Gooding Christie's may retain as collateral security for such Buyer's or bidder's obligations to Gooding Christie's, any Lot and any other property in Gooding Christie's possession owned by such Buyer or bidder and any and all proceeds (including proceeds as defined under the Uniform Commercial Code in effect in California), including insurance proceeds, of any of the foregoing. Gooding Christie's shall have all the rights and remedies provided to a secured party under the UCC and shall be entitled to file one or more financing statements as Gooding Christie's may desire, with regard to any and all such Lots and other personal property, and shall be entitled to sell any such property in Gooding Christie's possession and apply against the Purchase Price and other amounts due and owing by the Buyer or bidder the proceeds from such sale. If Buyer or bidder defaults and Gooding Christie's elects its discretion to pay the Seller a portion of the net proceeds due Seller with regard to the sale of the Lot, Gooding Christie's shall have all the rights and remedies of Seller against the Buyer or bidder, including the right to pursue the Buyer or

bidder for all such amounts and any and all other amounts, damages, costs, fees and expenses as may be available under the General Conditions, at law, in equity or otherwise.

GOVERNING LAW; JURISDICTION

California Law. The Auction, the General Conditions and the relationship and rights and obligations of the parties shall be governed solely and exclusively by the laws of the state of California, without regard to such state's choice of law rules and regardless of where the bidder or Buyer is located or received any Auction materials.

Binding Arbitration. Each bidder and Buyer agree that any dispute (including any claim, counterclaim or other action) or controversy arising out of or relating to any of the General Conditions, the Auction or any Lot shall be brought and determined by arbitration in Los Angeles, California before one arbitrator. The arbitration shall be administered by JAMS pursuant to its Comprehensive Arbitration Rules and Procedures or pursuant to JAMS' Streamlined Arbitration Rules and Procedures. The determination of the scope or applicability of this Agreement to arbitrate shall be solely determined by JAMS. Judgment on an award may be entered in any court having jurisdiction. In the event that any party seeks relief under this Agreement in any venue other than through JAMS (including federal or state court), then the complaining party shall pay all of the costs, fees, including attorneys' fees, and expenses of the responding party. Each party shall pay its own proportionate share of arbitrator fees and expenses. The parties waive their right to a jury trial and the right of appeal. In the event that either files any claim against any shareholder, employee, officer, director, member, manager, representative, principal, or agent of the other party, then the parties hereby agree that any such claims shall also be subject to this dispute resolution section. Each bidder and Buyer, by registering to bid at or participating in the Auction (whether in person, through an agent or representative, by absentee bid, by telephone bid, by online bid, or by otherwise attending or participating in the Auction), and any person attending the Auction, hereby submits to the jurisdiction of state and federal courts in California.

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If Gooding Christie's engages counsel to assist it to enforce any part of the General Conditions, with regard to any bidder, attendee, Buyer or other party, then such bidder, attendee, Buyer or other party, as the case may be, shall be responsible for all reasonable fees (including attorneys' fees), costs and all expenses incurred by Gooding Christie's (including costs and all expenses related to evaluating, analyzing, assessing, enforcing, preparing for and conducting litigation of any kind or nature), whether or not legal proceedings are commenced.

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If the Seller is a natural person or legal entity in the business of selling automobiles and acting for purposes related to such business (a "Business") and the Buyer is a consumer that has a right of withdrawal against the Seller on the basis of EU consumer protection laws, then the Buyer may have an automatic statutory right to rescind the purchase of a Lot in an Online-Only Auction for 14 calendar days after the Buyer becomes responsible for taking possession of the Lot. Gooding Christie's reserves the right to make the reasonable determination as to whether a Seller meets the definition of "Business." A Buyer who exercises the foregoing right to rescind is responsible for any and all expenses associated with the Lot, including transportation, duty, storage, insurance, and taxes. If the Buyer exercises this right, the Buyer bears all risk of loss, and is therefore advised to insure the Lot, until the Seller re-takes possession of the Lot.

FOR CALIFORNIA AUCTIONS: CALIFORNIA CAR BUYER'S BILL OF RIGHTS

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MIKE MAEZ

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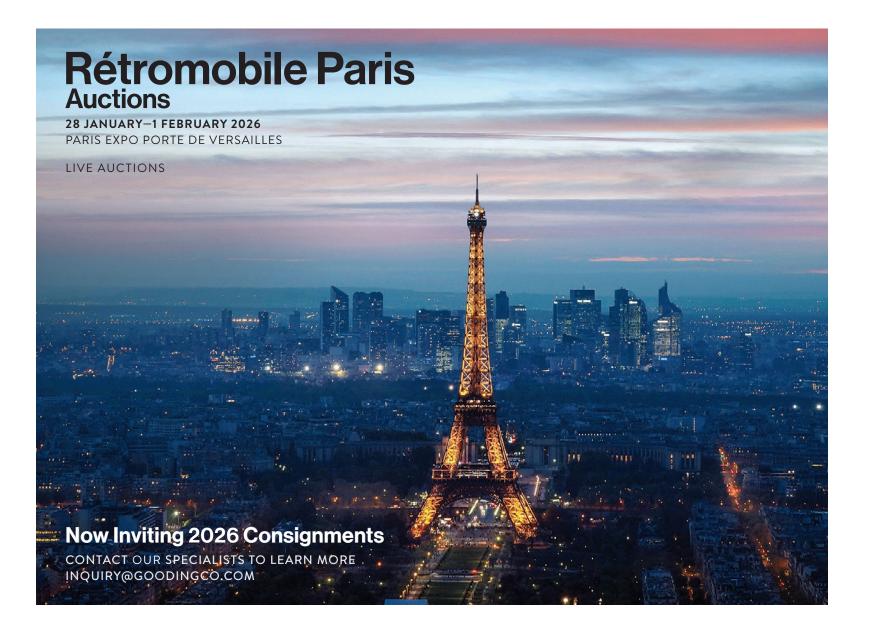
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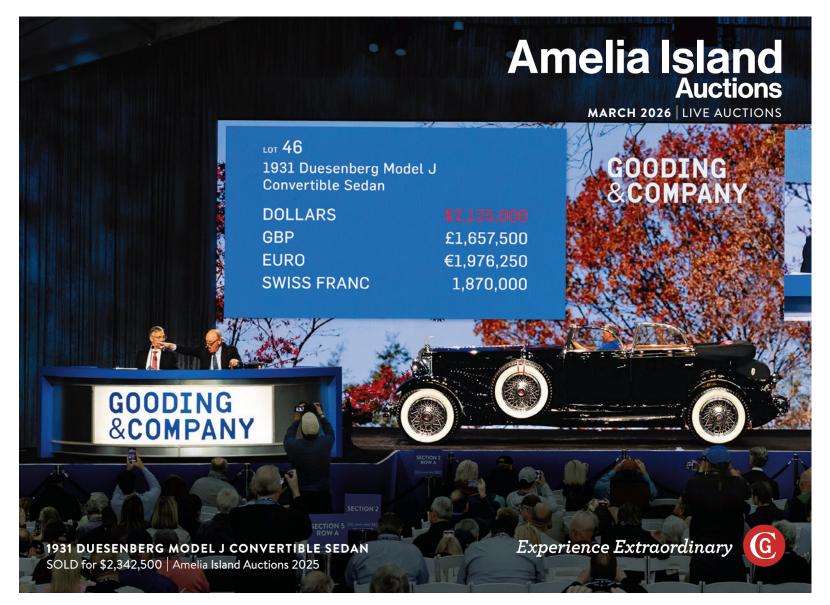
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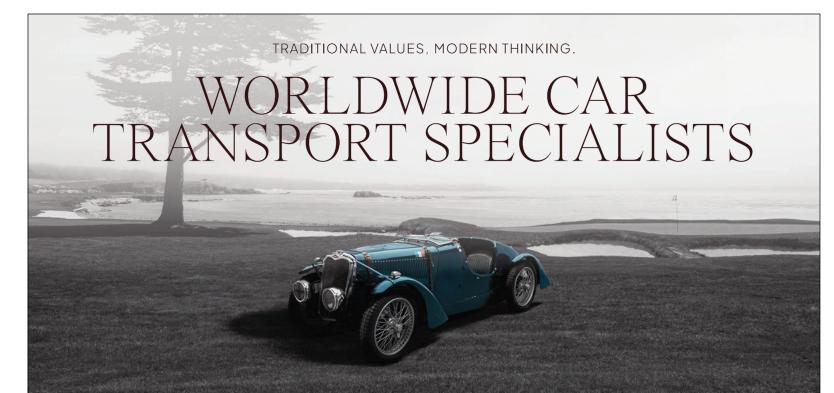
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