Herb Wiese

Lenoir City, TN

1958 Edsel Pacer

Convertible

Jet Age Class of '58

JA 216

Phil G.D. Schaefer

Indianapolis, IN

1958 Continental MKIII

Convertible by Factory

Jet Age Class of '58 **JA 101**

Following weak sales of its gorgeous and hugely expensive Continental Mark II, Ford Motor Company built the successor Mark III on 1958 Lincoln bones and launched it at about 60% of the Mark II's eye-watering price. Built alongside lesser Lincolns in a new Wixom, Michigan plant, it shared the Lincoln Premiere's new unibody structure and most of its exterior, but with a specific Continental grille, different trim and an unusual reverse-slant rear roof with a retractable "breezeway" window. Its 375-horsepower 430-cubic inch V-8 and three-speed Turbo-Drive automatic transmission were shared with Ford's Thunderbird and other Lincoln and Mercury models.

The 1958 Mark III was built in four body styles: two-door hardtop and convertible, four-door sedan and four-door "Landau" hardtop sedan. Longer than a Ford Excursion SUV on a 131-inch wheelbase, the sedans are the longest (pre-five-mph-bumper) cars ever produced by Ford. And – except for Cadillac's very rare 1934-1937 V-16 convertibles – the Mark III convertible is the longest soft-top car ever mass-produced in the United States.

While far less expensive than the Mark II, the Mark III was almost as well-equipped. Air conditioning remained an option, as was Ford Motor Company's first FM radio and a unique "Auto Lube" self-lubricating system. The Mark III's back-slant roof and power rear window (even on convertibles) ran from 1958 through 1960, and this is one of 3,048 '58 convertibles built. Ford dropped its Continental Division in 1959, but the Mark III lived on through 1960.

Robert Portugaise

Bloomfield Hills, MI

1958 Ford Thunderbird

Coupe

Jet Age Class of '58 **JA 299**

Our featured 1958 Thunderbird hardtop is resplendent in its original color of Raven Black. First purchased in Sudbury, Ontario, this car was later driven by its first owner in the 1964 Shell 4,000 Canadian Rally from Vancouver to Montreal. Although it completed the grueling coast-to-coast rally, it was officially listed as a “DNF” (Did Not Finish) due to brake repairs required en-route that were not completed within the allotted time.

The Thunderbird was purchased by the current owner’s father in the fall of 1964 and has been kept in the family ever since then. It provided daily service as the family car until 1969, when it was taken off the road. A full restoration was completed in 2015 returning it to its original glory. During the restoration, it was discovered the car still had many of the safety-wired bolts that had been put in place for the 1964 rally, due to regulations intended to prevent tampering.

The four-seat 1958 Thunderbird was the first of Detroit’s personal luxury cars. Nicknamed “Squarebird” due to its angular profile, the ‘58 was remarkably smaller than the traditional Fifties luxury car. Although many mourned the passing of the two-seat 1955-57 version, the second-generation 1958-60 Thunderbirds — available as coupes or convertibles — were far more popular. By the early 1960s, it seemed every car buyer wanted bucket seats and a Thunderbird roofline.

Steven Plunkett

London, ON

1958 Pontiac Parisienne

Convertible by GM

Jet Age Class of '58

JA 103

Look closely. It may look like a Bonneville, but it's not. This is a Pontiac Parisienne, built in Canada for the Canadian market. Our featured Parisienne Convertible was sold new at London Motor Products in London, Ontario. Options include a high-performance 348 cubic-inch, Tri-Power V8 engine, power steering, power brakes, automatic transmission and bucket seats. It also features the very rare "Sportable" AM transistor radio, which is removable. Perfect for picnics when a rock 'n' roll sound track was desired!

The redesigned 1958 Pontiacs were lower and larger than their predecessors, and changes included quad headlamps, broad side coves with rocket-shaped trim, conservative fins, and hooded quad taillamps. Like its Chevrolet sister, the 1958 Pontiac would prove to be a one-year-only design.

Canadian Pontiacs were manufactured in Oshawa, Ontario. The top-of-the-line Parisienne offered a mix of Impala and Bonneville features and it was offered in both hardtop and convertible models. While the exterior sheet metal and interior appointments were derived from the U.S. market Bonneville, the chassis and drive-train of Canadian-built Pontiacs were 100% Chevrolet.

The X-member frame, and W-block 348 engine on our featured car would utilize the same components that could be found on a 1958 Impala! Only 759 Parisienne Convertibles were built for 1958, making them an extremely rare sight when new and quite scarce today.

Larry and Bonnie Swedal

Elk River, MN

1958 Dodge Custom Royal Lancer

Convertible

Jet Age Class of '58 **JA 269**

Our featured Custom Royal Lancer convertible experienced an amazing rags to riches journey. It was rescued from a remote junkyard in 2012, and then painstakingly restored to better than new condition. In addition to being the top-of-the-line convertible model, it is a rare Spring Special, which includes uniquely ornate exterior trim and the exclusive Poppy Red color. It's also equipped with the coveted Super D500 performance package, consisting of a larger 361 cubic-inch V8 engine fitted with twin four-barrel carburetors. Horsepower rating with this NASCAR-inspired package is 320.

The 1958 Chrysler Corporation hierarchy consisted of, in ascending order, Plymouth, Dodge, DeSoto, Chrysler, and Imperial. After the radical and successful Forward Look styling of 1957, the Dodge received only minor ornamental changes to for '58.

Most notable was a new grille and standard quad headlamps across the board. The trademark tail fins, described by Dodge as "Soaring Swept Wings" and containing aircraft-inspired Twin-Jet tail lamps, remained the focal point of the dramatic design. The Sweep-View windshield provided picture-window visibility.

For greater safety and driving ease, every 1958 Dodge features the quad Twin-Set headlamps and a Scope-Sight red-bar speedometer. Dodges for '58 were available in a choice of 15 models, including hardtops, sedans, convertible and station wagons.

Mark L. James

Lancaster, PA

1958 Studebaker President Starlight

2 Door Sedan Hardtop

Jet Age Class of '58 **JA 104**

Bill and Pat Lytle

Orrville, OH

1958 Chevrolet Impala

Coupe

Jet Age Class of '58 **JA 190**

The Impala featured here was purchased new in Galion, Ohio in 1971 with a mere 52,000 miles on the odometer. It was traded in to a Chevrolet dealer who kept it in his private collection. A 1977 tornado destroyed the building where the car was stored, crushing its upper body. The current owner acquired the car in this condition and restored it over a 20-year period to its current award-winning status.

By 1958 standards, this first-year Impala is well-equipped, with power windows, power seat and rarely-seen factory air conditioning. Colors are Arctic White over Rio Red.

The longer, lower, and wider 1958 Chevrolet was all-new, from top to bottom. The Impala model was first offered during this year, as a top-of-the-line trim package for Chevy's popular Bel Air series. The striking shape was decorated with enough ornamentation to make a Buick envious. The "more is better" formula included new quad headlamps, quad parking lamps, and in what would become an Impala trademark, six round taillamps.

This one-year-only body style was an automotive anomaly, even in the days of the annual facelift. A totally re-engineered chassis featured a "Safety-Girder" X-member frame with a full coil spring suspension. Engine choices included the venerable Blue-Flame Six and a choice of several different 283 and 348 cubic-inch V8s.

Rick and Elaine Schmidt

Ocala, FL

1958 Ford Fairlane 500 Skyliner

Retractable

Jet Age Class of '58 **JA 224**

Ford’s retractable hardtop is one of the most-recognized cars of the 1950’s. Our featured 1958 Fairlane 500 Skyliner has been with the same family since the mid-1960s. It was traded between brothers and spent 20 years in the ownership of a close friend in Canada. The Schmidt family re-purchased the car in 2006 and completed an extensive concours restoration. With its original first-year FE-series big-block 332 cubic-inch V8 engine and 3-speed manual transmission, this is an unusual example of an iconic Ford.

The Skyliner was offered for only three model years; 1957, 1958 and 1959. Each used a complex mechanism which folded the front edge of the roof and then retracted the entire roof under the rear deck-lid.

Unlike conventional convertibles which used hydraulics, the Skyliners used a combination of seven reversible electric motors (only six for 1959 models), four lift jacks, multiple relays, ten limit switches, ten solenoids, four locking mechanisms for the roof, two more for the trunk lid, and a total of over 600 feet of wiring! When retracted, the large top consumed nearly all the cargo space. A special tub was provided to keep luggage from interfering with the operation of the top.

The 1958 version featured quad headlamps for the first time and its styling was closely related to the all-new 1958 Thunderbird. Although the power retractable top was complicated and expensive to manufacture, sales were initially strong. 14,713 Skyliners were produced in 1958.

Big Sky, MT

1958 Cadillac Eldorado Biarritz

Convertible

Jet Age Class of '58 **JA**

Ken Nagel

Plano, IL

1958 DeSoto Firesweep

Convertible

Jet Age Class of '58 **JA 105**

You'd never know it by looking, but our featured Firesweep was DeSoto's lowest-priced convertible model in 1958. Measuring 216 inches in length, the Firesweep wore its space-age "Forward Look" styling well. This is one of only 700 convertibles built and it is believed to be one of only twelve surviving examples.

Loaded with rare and special equipment, this Firesweep features the Spring Special dress-up package, which includes bright filler panels in the side sweeps and chrome strips on the rear deck. A seldom seen novelty is the Benrus self-winding watch located in the center of the steering wheel. And if that's not special enough, there is a factory-optional under-dash record player, with records provided by Chrysler.

Performance worthy of the Firesweep name is provided by a 280 horsepower 350 cubic-inch Wedge V8 engine backed by the Torque-Flite automatic transmission with pushbutton controls.

Situated between Chrysler and Dodge in the late-fifties Chrysler Corporation hierarchy, DeSoto faced intense competitive pressure from above and below in 1958. In an attempt to broadly cover the market, four series of DeSoto were offered for '58. This included the most economical Firesweep, the mid-level Firedome, the luxury-level Fireflight and the high-performance Adventurer. In an interesting move, convertibles were offered in each series.

Following a severely disappointing year in 1958, DeSoto sales continued to decline in 1959 and 1960. After a brief run of 1961 models, the marque was discontinued.

Big Sky, MT

1958 Chrysler New Yorker

Convertible

Jet Age Class of '58 **JA**

Loren Hulber

Macungie, PA

1953 Buick Super

Estate Wagon by Ionia Mfg. Cp.

American Post War

M1 112

Detroit, MI

1958 Cadillac Eldorado

Prototype Raindrop

American Post War

M1

The Henry Ford

Dearborn, MI

1931 Bugatti Royale

Cabriolet by Ludwig Weinberger

Bugatti **BG 203**

Tom and Donna Tuls

Holland, MI

1931 Packard 840

Roadster by Rollston

Rollston Coachwork

RB 336

The Packard 840 and 845 are considered some of the finest models of the early ’30s. Their longer wheelbase allowed custom coachbuilders to create striking designs, and for 1931 Packard to move the cowl forward to make room for even more spacious and luxurious interiors.

Under the hood, the 840 has a 384 cubic inch side-valve straight-eight producing 120 horsepower, a single two-barrel Stromberg carburetor, four-speed manual transmission, and four-wheel mechanical drum brakes.

This 840 Roadster sports a Rollston body #430, style #7402. It is the only known Packard Roadster with a V windshield, and it has several other Rollston design cues including the triangle cowl vent, louvers on cowl sides, a belt line 3 inches lower than the usual, scroll door handles, and hidden hinges. Among its Packard options, it sports the 1932 upgrade kit, which includes a V radiator, dual trumpet horns, the V headlight bar, dual taillights, and super 8 bumpers.

Packard 840-47 was used as a push vehicle at an auto repair shop during WWII, and later abandoned in a field. It was rescued in 1960 and stored. The current owner acquired it in July of 2012 and treated it to a two-and-a-half year restoration. The paint colors – “twilight blue” and “grey mouse” – are original, as found on the build sheet.

Dave and Linda Kane

Bernardsville, NJ

1937 Packard 1508

Convertible Victoria by Rollston

Rollston Coachwork **RB 140**

North Canton, OH

1963 Lancia Flaminia

Convertible

Sports Cars Post 1959

Kim and Stephen Bruno

Coconut Creek, FL

1966 Bosley Interstate MKII

2 Door Coupe by Carrozzeria Bosley

Sports Cars Post 1959

P2 106

The Studebaker National Museum

South Bend, IN

1958 Packard Hawk

Hard Top Coupe by Factory

Jet Age Class of '58

JA 272

Phil G.D. Schaefer

Indianapolis, IN

1941 Packard 1907-180

Sedan by Lebaron Sport Brougham

American Packard

AP 102

Carl and Carrol Jensen

Vernon, WI

1925 Marmon D74

Phaeton

Jazz Age **B 132**

In 1925, Marmon changed models, from the Model 34 to the Model 74. The designation refers to the 74 horsepower which the six-cylinder, 350 cubic inch, air cooled engine produced. Marmon produced several body styles, and in 1925 and 1926, they produced 120 Five Passenger Phaetons. This car is the only known surviving example of the type.

The Marmon Motor Car Company traces its roots to 1852 when the original company produced flour mill grinding equipment. They began producing cars featuring air cooled engines in 1902. Although their automobile production fell victim to the Great Depression, the company continued manufacturing automobile parts. They remain in business and the corporation is currently owned by Berkshire Hathaway.

Marmon is credited with introducing the rear-view mirror and known for their extensive use of aluminum in various components. The inaugural Indianapolis 500 was won by a Marmon Wasp in 1911.

This car was originally sold to a dealer in California. It was used for a photo shoot filled with swimsuit models for the Sea Breeze Beach Club. Mr. Cebert Holmes purchased the car from the dealer in 1926. The Holmes family owned department stores in California. The car stayed in the family until Mr. Holmes' son passed away. The current owners are only the second family to own it.

Grosse Ile, MI

1921 Lincoln L

Coupe by Anderson

American Classic Closed

F

San Rafel, CA

1930 Cadillac 452

Roadster by Fleetwood V-16

American Classic Open **G**

Sam and Emily Mann

Englewood, NJ

1937 Delahaye 145

Roadster by Franay

Collectors of the Year

SME 121

In 1937, the French government posted a one-million-franc prize (Prix du Million) to be awarded for the constructor and driver who could best the speed record set by Mercedes Benz at the Montlhery race course. At the time, Mercedes Benz received funding from the German government. This car, with Rene Dreyfus as driver, won the prize and went on to win the Grand Prix of Paris and the Grand Prix of Cork in 1938.

Delahaye was founded in Tours, France and was in production from 1894 through 1954. They began by making belt driven one and two-cylinder cars. Following World War I, they mainly produced trucks, motor ploughs and fire engines. Lucy O'Reilly Schell, an American heiress, sponsored Delahaye in rally car races in the 1930's.

This car is presented in its original paint color of Electric Blue with its original interior color of light grey. The high degree of engine bay finish is original as confirmed by period photographs. The car is unmuffled as it was in both race car and race car/cabriolet forms.

A French customer requested that Delahaye build him a performance sportscar. The result was a new Franay roadster body being installed on the mechanically rebuilt Prix du Million chassis. Before it could be completed, the customer was arrested and jailed as a Nazi collaborator and the car was sold by the French government.

Sam and Emily Mann

Englewood, NJ

1937 Delage D8-120S

Coupe by Pourtout

Collectors of the Year

SME 122

This car was built to be Louis Delage's personal automobile. The coachwork was completed by Marcel Pourtout as a "conduit interieur sport" or sports saloon. The body alone cost 30,000 Francs.
Delage was founded in 1905 by Louis Delage and began producing small two and four-cylinder cars which ran successfully in numerous races. Production was converted to munitions during World War I, and Delage began producing larger, more powerful cars after the Armistice was signed. Delages were aimed at the luxury market but would eventually succumb to financial pressures. Delahaye purchased Delage in 1935, and subsequently dismissed Louis Delage. He would eventually die in 1947, almost in poverty.

In 1936, Delage management decided to build an all new D8-120S (for surbaisse or lowslung) prototype chassis. The car features a larger engine, increasing from 4,500 to 4,750 cc's and a considerably lower chassis which provided improved handling. It also features very streamlined aluminum coachwork, larger wheels and a more aggressive and better handling suspension.
This prime example lived in Europe until 1953 when it was imported to the United States. At some point prior to this, the coachbuilder, Saotchik, restyled the grille and enlarged the rear window for reasons unknown. The current owners returned the car to its original as delivered configuration.

Sam and Emily Mann

Englewood, NJ

1937 Delage D8-120

Roadster by de Villars

Collectors of the Year

SME 123

This D8-120 was built by the coachbuilding firm of de Villars. It is an exceptionally flamboyant design which reflects both the industrialization of Europe as well as the Art Deco era.
The de Villars Company was created by Jay Gould, a noted railroad billionaire. Roland de Gaffenreid de Villars was Gould's son-in-law and Gould created the firm to prevent any dalliances by de Villars. The company became well known for the extraordinary quality of their designs as well as the execution of the final product.
The D8-120 was introduced at the last prewar Salon in Paris in October, 1938. Contemporary reports state that it was greeted with "frantic acclaim" and became "the queen of international Concours d'Elegance."
This car is powered by a 4.5-liter straight-eight engine and it is shifted by a Cotal electromagnetic transmission which, after first gear, can be shifted without depressing the clutch. The transmission and suspension design were both influenced by Delage's parent company, Delahaye which had purchased the company when it experienced some financial difficulties. Although Louis Delage was kept on under the new ownership, he was soon dismissed with a small pension. He would then spend his last years travelling by bicycle, as he could not afford a car.
Also of note is that the D8 engine was used by the French in their Hotchkiss H39 fast-reconnaissance light tank.

Sam and Emily Mann

Englewood, NJ

1932 Chrysler Imperial CH

Roadster by Chrysler Engineering Department

Collectors of the Year **SME 124**

Sam and Emily Mann

Englewood, NJ

1935 Duesenberg JN

Roadster by Bowman & Schwartz

Collectors of the Year **SME 120**

The Duesenberg Model J was produced in Indianapolis, Indiana from 1929 until 1937. It is powered by a 420 cubic inch double overhead-cam engine, which produces 265 horsepower normally, and 320 horsepower with the addition of the centrifugal supercharger. It is capable of achieving 104 miles per hour in second gear with a top speed of 130 miles per hour.

There were 480 cars sold that received custom coachwork, tailored to the individual whims of each owner with no two Duesenberg's the same. At the time, a top of the line Duesenberg could cost as much as $20,000.00 when a new Auburn Sedan could be bought for $1,000.00 or a Ford Model A for under $500.00.

Fewer than a dozen Model JN's were built, and only four were convertibles. All of the JN's were built with coachwork by Rollston. This car was redesigned by Bowman and Schwartz in Pasadena with instruction from Hollywood legend Clark Gable. The car has flared front and rear fenders, a lowered and raked windshield and other custom features that Gable requested.

There are many stories about Clark Gable and his girlfriend/wife Carol Lombard together enjoying this car. Gable owned it until Carol Lombard died in 1942. This Duesenberg Model JN has received numerous national awards including several Best in Show.

Chicago, IL

1970 Porsche 917/10-001

Porsche Werks

PR

Bob Weber and David Hankes

Huntington Beach, CA

1977 Porsche Brumos 934.5

by Porsche AG

Porsche Werks **PR 126**

In 1977, Porsche constructed ten model 934.5's. They were assembled from samples of the Porsche 934 and 935 models. The Brumos 934.5 is the second built. The first was purchased by Peter Gregg and raced by Jim Busby.
The goal for the new design was to compete in the Group 4 racing competition of IMSA in 1977. Under Peter Gregg and Brumos, the decision was made to fit the 934 with the 935's rear wing and to add a turbocharger in order to compete with the more powerful DeKon Monzas. The "4" in the name comes from the fact that the 934/5 was built to complete in the Group 4 series.
The Porsche 934/5 did not participate in many races, as the IMSA banned it before it could compete in its first race. Due to the ban the designers decided to enroll their machine in the rival SCCA Trans Am Series. The 934/5 promptly went out and won six of the eight races.
Peter Gregg won the 1977 SCCA Trans Am Championship in the 934/5, however, Canadian Ludwig Heinrath protested the championship and he was awarded the title in his 934.
Dependent upon engine configuration, the 934/5 produced between 485-560 horsepower.
This is by far the most recognizable livery amongst the 934/5 models.

Milt McMillen

LaCrosse, WI

1958 Oldsmobile Super 88

Coupe

Jet Age Class of '58 **JA 129**

Our featured ’58 Olds is a mid-level Super 88 two-door hardtop, resplendent in its original colors of Victorian White and Mountain Haze. It features a 300 horsepower 371 cubic-inch V8 engine with a four-barrel carburetor and the 4-speed “Jetaway” Hydra-Matic Drive transmission.

While the chassis and running gear were unchanged from 1957, the exterior styling of the new 1958 Oldsmobile was certainly flamboyant. Back in the day, it was sometimes referred to as the “Chromesmobile.”

Its quad headlamps, outlined in bright metal, appeared even larger than they were. The oval grille of previous years was replaced with a square design that was framed by a massive front bumper and large parking lights. OLDSMOBILE was spelled out on the hood in 2.5" high block letters, lest there be any doubt as to the brand.

Rocket tube side styling culminated in a round taillight designed to look like an active jet exhaust. Outrageous, yes, but the ’58 Olds was in tune with the times: It was a relatively good seller, moving up to fourth place on the sales charts.

In a public-relations coup, Oldsmobile helped celebrate the dedication of the new Mackinac Bridge with a parade of 113 identical white 1958 Ninety-Eight convertibles, each one transporting a Michigan county queen.

Robert and Virginia Walby

Brooklyn, MI

1958 Plymouth Fury

Coupe by Chrysler

Jet Age Class of '58

JA 117

Tom Griffith

Verona, WI

1936 Lagonda LG45

Drop Head Coupe by Lagonda

European Classic **J 108**

This model was the first Lagonda built under the technical direction of W.O. Bentley. Lagonda's were marketed as the finest work of Walter Bentley, who was previously with Rolls Royce and Bentley Motors. It features coachwork designed by Frank Feeley who later designed Aston Martins.

Lagonda was founded in 1906 in Surrey, England by a Scottish American named Wilbur Gunn. He named the company after a limestone gorge near a Shawnee settlement in his hometown of Springfield, Ohio. In 1935, the company was in financial difficulty and Alan Good purchased the company after outbidding Rolls-Royce. He convinced W.O. Bentley to join Lagonda as their technical director.

This car is powered by a Meadows 4.5-liter overhead valve, inline six-cylinder engine. This is the same engine that won LeMans in 1935 at an average speed of 77.8 miles per hour. It features twin Scintilla Vertex magnetos and two spark plugs per cylinder. It is also equipped with a four-post hydraulic jacking system and the original tool kit, which is stored in the left side mount wheel cover.
Lagonda built the LG45's in sanctions which were small batches of cars that were mechanically the same. This car, serial number 12056, is a member of sanction 2. It is one of only 26 drop head coupes built and it has toured extensively, including 20,000 miles throughout the United Kingdom and Europe.

Brian A. Simon

Bloomfield Hills, MI

1961 Jaguar XKE

OTS

Sports Cars Post 1959

P2 145

The Jaguar E-Type (XK-E in North America) is a sports car produced between 1961 and 1975. With distinctive beauty, high performance, and competitive pricing it became the quintessential British sports car. Its remarkable 150 miles per hour top speed, 0 to 60 in less than seven seconds, unitized construction, disc brakes, rack-and-pinion steering, and fully independent suspension set the bar for the industry.

Based on Jaguar's D-Type racing car that won LeMans in 1955-56-57, it employs a then novel design principle that includes a front sub-frame assembly carrying the engine, suspension and bodywork. With no chassis, the first cars weighed only 2,900 pounds. It sports a 3.8 liter straight-six engine from the XK150S. The Series 1 was produced from 1961-1968; Series 2 from 1968-1971, and the final Series 3 from 1971-1975.

Jaguar, based in Coventry, England, has a long history of making sporting cars including the famous XK-120. In addition to sporting cars, they've offered a line of upscale sedans, coupes, and cabriolets, as Jaguar and also more luxurious models under the Daimler name. Ford Motor Company bought Jaguar in 1990, followed by Land Rover in 2000, selling them in 2007. Both were sold to India-based Tata Motors, and today they operate as a single entity known as Jaguar Land Rover.

This particular example is presented in its original Gunmetal Grey with Red interior, and includes features unique to Series 1 such as external hood straps, flat floor, and welded louvers.

Randy Guyer

Minnetonka, MN

1960 Dodge Fury

Convertible

Plymouth: A Celebration of Innovation PY 107

Michael Hurley

Flint, MI

1960 Buick Electra 225

Convertible

American Post War **M1 111**

Many know that the 225 in the Electra 225 name refers to the cars overall length of 225 inches. What many don't know is that the Electra name was derived by Harlow Curtice, former president of the Buick division and later president of General Motors. He named the car after his sister in law, Electra Waggoner Biggs.

The 1960 Electra models received a minor facelift that introduced a sleek concave grille featuring horizontal headlights with the new "Trishield" logo in the center. This logo is still in use to this day. Another feature for the '60 models is the familiar chrome "VentiPorts", first introduced in 1949 and a true Buick signature. The premium 225 models received four VentiPorts, while the lower line LeSabre and Invicta models received three.

This prime example of Buick's top of the line convertible was carefully owned and maintained by Edward Bracke and his son. Mr. Bracke purchased the car brand new from Jennings Buick in Cincinnati, Ohio. Upon his death in 1969, the car was passed to his son who kept it until he died in 2017. The family then sold the car to the current owner/caretaker.

This car has received a complete restoration returning it to its original as delivered glory. The gleaming Midnight Blue paint is complemented by the blue top and an ultra rare two-tone blue bucket seat interior.

Terry and Jennifer Adderley

Troy, MI

1932 Duesenberg J

Roadster by Murphy

Duesenberg **D 109**

Terry and Jennifer Adderley

Troy, MI

1935 Duesenberg J

Convertible Coupe by Rollston

Rollston Coachwork **RB 110**

Edmund Meurer, Jr.

Farmington Hills, MI

1935 Packard 1208

Convertible Sedan by Rollston

Rollston Coachwork

RB 387

John D. Groendyke

Enid, OK

1932 Duesenberg J

Victoria Coupe by Rollston

Rollston Coachwork **RB 113**

The Duesenberg Model J is one of the most powerful and luxurious cars in the world. Started in 1926, brothers Fred and Augie Duesenberg sought to produce automobiles that would rival the top European brands like Hispano-Suiza, Isotta Fraschini and Rolls Royce.

The Model J, launched in 1928, was based on a straight eight engine that produced 265 horsepower. It features dual overhead camshafts and four valves per cylinder. Top speed was close to 120 miles per hour. This was indeed the most expensive and fastest American automobile on the market.

The Rollston Company was formed in 1921. The bodies were acknowledged as the strongest of the Classic Era, and they built 57 bodies for the Duesenberg Model J.

Once an owner selected the car, he could choose from a number of different body builders. The chassis alone cost around $8,500. Various body builders were available to choose from including Derham, Judkins, LeBaron, Murphy, Walker and others, including Rollston. They built the body on this car with the sketches laid out in late 1931. Carriage making was an art and many companies were transitioning from carriage making to automotive body building.

This car, J-490 is a very rare design that was originally destined to be a convertible, but the customer later decided he preferred the Victoria Coupe.

1973 Porsche 917/30-003

Porsche Werks

PR

Gary and Kathy Bartlett

Muncie, IN

1968 Ford GT40 MK3

2 Door Coupe by Ford Advanced Vehicles

Sports Cars Post 1959 **P2 114**

The story of the GT40 has been told many times. Henry Ford II had wanted a Ford at Le Mans for years. In 1963, Ford found out through a European intermediary that Enzo Ferrari was interested in selling to Ford Motor Company. Ford would then spend several million dollars in an audit of Ferrari factory assets and in legal negotiations, only to have Ferrari cut off talks at a late stage due to disputes about the ability to direct open wheel racing.

It is said that Ferrari wanted to remain the sole operator of his company's motor sports division. He was angered when he was told that he would not be allowed to race at the Indianapolis 500 if the deal went through, as Ford fielded Indy cars using its own engine and didn't want competition from Ferrari. Enzo immediately ended negotiations and Henry Ford II, enraged, directed his racing division to find a company that would build a Ferrari-beater. And thus, the GT40 was born.

GT40’s would go on to win the 24 Hours of LeMans four times, including a 1-2-3 victory in 1966, beating Ferrari.

This GT40 Mk3 is a street production model built in 1967. The first owner was Sir Max Aitken of London. It would pass through several owners until acquired by the current owner in 2011. After a “sympathetic” restoration returning it to its original specifications, the owners have enjoyed showing the car at numerous prestigious events worldwide.

Mr. and Mrs. Robert S. Jepson, Jr.

Savannah, GA

1919 Pierce Arrow Model 66 A-4

Custom Tourer by Don Lee Coachworks

Jazz Age **B 115**

Roscoe C. “Fatty” Arbuckle, a famous silent film star, purchased the chassis for this car in 1918. The car was delivered to the Don Lee Coachworks in Los Angeles where an up and coming young designer named Harley Earl designed the unique body. Mr. Earl left college to work in his father’s coachbuilding firm and later became the Chief Designer for General Motors. It is one of the last Model 66’s produced and one of only 7 A-4’s known to exist.

Pierce Arrow traces its roots to 1865, when its predecessor made gilded birdcages. After producing bicycles, automobile production began in 1901. They concentrated on building luxury cars and won the Glidden Cup in 1905. A notable design change was made to Pierce Arrows in 1913. The headlights were set into the front fenders instead of between them. This increased the span and reach of the headlights and the company patented the design. Pierce Arrows were very reliable and during World War I, Pierce Arrow supplied numerous trucks to England and France.

The overhead cam engine of the Model 66 boasted the largest displacement of its day; 825 cubic inches or 13.5 liters. Its 6 cylinders create 66 horsepower from which it derives its model number. It features 36 inch wheels, is 7 feet tall at its highest point and weighs 7,000 pounds. For comparison, a Ford Motel T weighs 1,200 pounds.

Leon Flagg and Curtis Lamon

Whitefish Bay, WI

1939 Packard Super 8

Convertible Victoria by Darrin

American Packard **AP 119**

Allen and Nancy Strong

Urbana, IL

1936 Packard 1405 Super Eight

Stationary Victoria by Rollston #580

Rollston Coachwork **RB 209**

In December of 1935, New Jersey industrialist, Arthur McEwan, ordered a new Packard to replace his 1931 Packard Rollston Convertible Victoria. He had a new 1405 Packard chassis shipped from the Detroit factory to the custom coach house of Rollston in New York City. Mr. McEwan so loved the styling of the 1931 Victoria he requested that Rollston's head designer, Rudy Cretour, replicate the lines of his old car on the newer, streamlined 1936 design. Not an easy task, Cretour brilliantly merged the hood and body line to make the transition from old to new.
One significant difference was that, since Mr. McEwan had never lowered the top on his 1931 car, he requested the new one have a "fixed" top, that is, a convertible top that was permanently in the up position.

The new car was delivered in February of 1936 and sold as a "Stationary Victoria, Job #580" featuring pontoon rear fenders, lowering quarter and rear windows, an elegant trunk, beautiful wood top structure with long Victoria doors and a sleek low roof line. The Desert Sand and Pyramid Gray are the car's original colors.

It is said that over their lifetimes the McEwan brothers collectively owned 47 Packards, many of them with custom Rollston bodies.

Bill and Barbara Parfet

Hickory Corners, MI

1930 Bentley Speed Six

Sportsman's Salon by Corsica

European Classic **J 350**

Bentley and Corsica are two of the most sporting names in British automobile history.

Bentley began producing cars in 1919 in Cricklewood, North London. W.O. Bentley was the engineering genius behind the company and its stellar competition history, winning Lemans 5 times.

The 6 1/2 liter and the high performance Speed Six were produced from 1926 to 1930. All were sold as chassis and coachbuilders provided the bodies to the clients' orders. The Speed Six chassis was introduced in 1928 as a more sporting version of the 6 1/2 liter. It produces 180 horsepower at 3,500 rpm. The Speed Six chassis was built with wheelbases of 138 inches, 140.5 inches and 152.5 inches as is this car.

Corsica Coachworks was a small coachbuilding business founded in 1920 on Corsica Street, Highbury Islington, North London. Run by Charles Henry Stammers, Corsica was a truly bespoke coachbuilder, never employing more than 20 people. This design accentuates the length of the engine with the extremely long hood, short body with a vee windshield and truncated tail and cycle fenders. Few other Bentleys have such stunning coachwork.

In September 1930 dealer Jack Barclay delivered this car to the original owner, J.W. Bealey. It is a very late chassis and has all the LeMans upgrades including the stronger camshaft, 25 quart oil pan and "C" type transmission. The car has been used extensively by several owners touring around the United States. In June of this year it went on a 500 mile Bentley Tour and proved its mettle without a single failure.

Bill and Barbara Parfet

Hickory Corners, MI

1935 Duesenberg SJ

Convertible by Rollston

Rollston Coachwork

RB 351

By 1935 Duesenberg was attempting to modernize their chassis and coachwork to stay in tune with the changing tastes of upper end automobile purchasers. They added a supercharger in 1932, which boosted the output of the engine from 265 hp to 320 hp, changed the standard wheel to a 17" drop center from 19" split rim wheels and introduced more modern styling from Rollston and other coachbuilders that featured skirted fenders, covered gas tanks, wider bodies and various other design elements that modernized the appearance of he automobile.

Mechanically, Duesenberg was always a leader. Double overhead cams, four valves per cylinder, dual ignition with two coils each firing 4 cylinders, power assisted hydraulic brakes, complete instrumentation with speedometer and tachometer, altimeter and chronograph, hydraulic and friction shock absorbers are all standard equipment. They used aluminum castings extensively through out the engine and chassis, which not only reduced weight, but allowed all the aluminum engine castings and firewall to be polished to a mirror finish.

This Duesenberg, 2589 SJN-564, is one of 10 chassis designated JN and fitted with Rollston Coachwork, which was designed by Herb Newport. It is the only factory-equipped supercharged JN produced. A relative lightweight short wheel base Duesenberg, it weighs only 5,200 pounds and is capable of 89 mph in second speed and 115 in third. Other JN Rollstons include similar convertible sedans and closed sedans.

Only four similar convertible coupes were built by Rollston, the first one going to Hollywood legend Clark Gable. This car is unique in that it utilizes four door hinges. Over the last several years this car has participated in many Duesenberg tours that last four days and cover about 1000 miles. It has always performed flawlessly and has attracted considerable attention when driving or at rest.

Duesenberg was and still is "Americas Mightiest Motor Car"

Battle Creek, MI

1923 Franklin Series 11

Tourer

Jazz Age

B

Greg Thomas

Maineville, OH

1937 Cord 812

Beverly

Auburn Cord

C 118

Ken Nagel

Plano, IL

1958 Buick Limited

Convertible

Jet Age Class of '58

JA 127

Striking in its Sable Black over red Cape Buffalo leather, this 1958 Buick Limited is top-of-the-line all the way. The wheelbase measures 125.5 inches and the overall length is just under 19 feet! With a 364-cubic-inch, 300-horsepower V8 engine and silky smooth “Flight Pitch” transmission, the Buick was ready to float down the new American expressways. Listing at over $5,000, our featured Limited was costlier than most Cadillacs. It is believed that the so-called Chrome Goddess featured more chrome and bright stainless steel than any other car ever produced.

Only 839 Limited Convertibles were produced and less than two-dozen are known to exist. Not surprisingly, our featured car was located only after the current owner conducted an intense search. Upon acquisition, he commissioned an extensive 3-year restoration to bring it to its present better than new condition.

The exclusive Limited nameplate, applied for the first time since 1942, represented the very best of Buick for 1958. Eye-catching style elements included a “Fashion-Aire Dynastar” grille with 160 individual chrome squares, “Twin Tower” wraparound taillamps and “Dual Jet” backup lamps.

Unfortunately, the 1958 Buick’s appearance, which Harley Earl patterned after the 1950 LeSabre show car, was not well received and sales slumped alarmingly. The Limited would not re-appear in 1959 and the Buick line would be completely redesigned.

Mike and Ralph Stowe

Boyne City, MI

1956 Lincoln Premier

Convertible

American Post War

M1 134

Lincoln's Premiere two and four-door models debuted in 1956 and ran through 1960. Positioned mid-range below the much more expensive 1956-1957 Continental Mark II luxury coupes and above the Capri, it was replaced for 1961 by the Continental sedan, than later revived as a trim level. Powered by a 285-horsepower 368 cubic inch (6.0 L) Y-Block V8 engine, it measures 223 inches long with a base price of $4,601 in 1956. The convertible weighs nearly 4,650 pounds.

Known for its stylish exterior and upscale interior, the Premiere also boasts some unique features, including standard four-way power front seats and optional factory air conditioning. The A/C's cooled air is ducted upward from the rear package shelf to the roof through a pair of clear plastic ducts, then out through overhead nozzles much like those in aircraft. Just 2,447 1956 Premiere convertibles were built.

This beautiful black example was purchased at an auction in Lapeer, Mich. in fairly rough shape. It has since been lovingly restored in honor of the owners' plumber father, who purchased one just like it new in 1956. He loved that car and proudly drove it to his senior prom, and he had been looking for one like it for nearly 20 years.

Detroit, MI

1953 Oldsmobile Fiesta

Convertible

American Post War

M1

Tom Aylward

Sandusky, OH

1956 Studebaker Golden Hawk

Coupe by Studebaker

American Post War **M1 116**

There were big changes looming in South Bend, Indiana in the 50's. With a company that had roots dating back to 1852 when five brothers started building horse drawn carriages and wagons, there was no way to know where that would lead. By the early 1900's, Studebaker would become the world's largest carriage builder. But the brothers knew that the world was changing, even back then.
The decision was made to begin production of electric automobiles in 1902. Shortly after, in 1904, they would be selling Garford gasoline engine cars through their Studebaker-Garford dealerships. This would lead to affiliations with the E.M.F. and Flanders brands and eventually to the merger creating the Studebaker Automobile Company, which produced cars from 1912-1964.

In 1954 in an effort to survive, Studebaker merged with Packard. This would lead to the introduction of the Golden Hawk models, combining the best designs of Raymond Loewy and the finest engineering features of both makes.

This Golden Hawk features several significant technical improvements over other automobiles of the era. It has Safety Fin brake drums offering extra cooling, self tightening lug nuts, a hill-holder to prevent rolling backward on hills, and a padded dash along with padding on the rear of the front seat. It also features crash tested safety door latches and a heavy gauge steel.

This Golden Hawk has been restored to as delivered condition. It retains all of its original body panels, engine and transmission.

Robert and Sonia Abbott

Alton, IL

1928 Cunningham V5

Dual Cowl Phaeton by Factory

American Classic Open **G 125**

James Cunningham and Company was founded in Rochester, New York in 1882 as a carriage maker. In addition to the normal horse drawn vehicles, they also built a variety of dog carts and funeral hearses. They transitioned to automobiles in 1907 and quickly gained a reputation for manufacturing high quality, luxury automobiles. They then branched out into aircraft production, building small planes from 1928 to 1948. Cunningham ceased auto production in 1931, but continued to produce bodies for other manufacturers.

Early Cunningham's featured engines supplied by Continental and other manufacturers. They also offered electric powered cars. In 1916, they offered their first V-8 engine making Cunningham one of the first auto companies to offer this configuration. First year V-8's produced 45 horsepower which was increased over the years.

This prime example features a Cunningham built, side valve, 441.8 (7.3 liter) cubic inch V-8 engine that develops 145 horsepower.

Cunningham was also among the first to offer steps instead of running boards.

This car was sold for $7,000 to Balfour S. Craib who was a New York philanthropist. He was a huge supporter of the New York Philharmonic Orchestra. The car has been owned and enjoyed by the current owner's family for over 40 years.

David R. Hudson

Westland, MI

1934 Pontiac Series 603 Style 34-318

Convertible Coupe by Fisher Body

American Popular **E 210**

After slow sales during the depression years, Pontiac turned the corner in 1934 with seven exceptionally well styled models. Offering the lowest priced eight cylinder automobile of the era, the Pontiac lineup featured longer Fisher bodies along with a completely new chassis.

All models came standard with five wheels, with the spare tire mounted on the rear body. An optional single side mount spare was available, with or without a trunk rack, as was a six wheel option, with the spares carried in dual side mounts along with the trunk rack that was fitted to the rear body.

1934 models were equipped with standard safety glass in the windshield and all ventilator windows with side safety glass available as an extra cost option. A variety of color choices were offered, with fenders painted in black enamel as standard equipment.

The color, known as Angelus Grey, compliments the leather interior. It is equipped with virtually all of the available accessories. This includes dual side-mount spares, rear luggage rack, dual trumpet horns, right side sun visor, windshield wiper and taillight, beauty rings, a deluxe heater, a radio and the wind-up clock.

This car was sold new in Port Clinton, Ohio. In 1990, the car was successfully driven in The Great American Race, starting in White Plains, New York and venturing west to Disneyland in California. Records show that the car has had nine owners since new.

Alexander Pollock

Chelsea, MI

1964 Porsche 904

Coupe by Heinkel

Porsche Werks **PR 131**

The Porsche 904 is an automobile which was produced in Germany in 1964 and 1965. It was officially called the Porsche Carrera GT due to the same naming rights problem.
After having withdrawn from the Formula 1 circuit at the end of the 1962 season, Porsche focused again on sportscar racing. The 904 debuted late in 1963, for the 1964 racing season, as a successor to the 718.
The 904 was designed to compete in the FIA GT class at various international racing events. The street legal version debuted in 1964 in order to comply with homologation regulations, that called for a number of street versions to be produced prior to racing.
Orders far exceeded the number of production versions made, which was 106. The list price was US $7,245.00. The 904 marked the beginning of a series of sportscars that culminated in the dominant 917.
The 904's mid engine layout was inherited from the 718. It was the first Porsche to utilize a ladder chassis and fiberglass body. The drag coefficient was .034, which was quite remarkable for the time.
The original 904 Coupe displaced a 1966cc motor producing 198 horsepower with a weight to power ratio of 5.4. Top speed was 160 miles per hour and 0-60 was achieved in six seconds.
It scored wins and great finishes in Targa Florio, Nuburbring, Lemans, Watkins Glen, Zandvoort, Canada and the Paris 1000. It scored rally events at the Tulip, Munich-Vienna-Budapest, Geneva and the Alpine Rally.

Clermont, FL

1920 Rolls Royce Silver Ghost

Jazz Age

B

Pittsburg , PA

1982 Rolls Royce Corniche

Modern Collectibles MD

Todd and Peggy Nagler

Rochester, MI

1947 Delehaye 135M

Cabriolet by Henri Chaprone

European Post War **Q 356**

The postwar period was very difficult for European manufacturers due to material shortages, extremely high taxation on new cars and overall difficult working conditions.

This did not stop Delahaye from producing automobiles as soon as possible after the end of the war. The 135M chassis and engine dated from before the war. It was very competitive in the race circuits and provided a powerful platform for expensive custom built cars for those with the wherewithal to afford the best that money could buy.

It was natural for Delahaye to start post-war production with these designs. Like all the principal French automakers, Delahaye complied with government requirements allocating the majority of its vehicles for export. In 1947 88% of Delahaye production was exported. Nevertheless, Delahaye's small volume, with 573 cars produced in 1948, was unsustainably low.

The 3,557 cc 135M had been introduced in 1936. Production of 135M, and 135MS models resumed after the end of the war. The 135M continued to be available until the demise of Delahaye in 1954.

This car's engine is equipped with three Solex carburetors and it is coupled to a 4 speed Cotal electro-magnetic transmission. The chassis features Lockheed hydraulic brakes, independent front suspension and a live rear axle. These make the 135M a joy to drive, and with beautiful custom coachwork by Henri Chapron, it is a joy to behold.

Many Delahayes were coach-built by the house of Chapron. After World War II this continued until 1953, mainly due to excessive French taxes on such large cars as the Delahaye, Delage, Hotchkiss, Salmson and Talbot-Lago.

Los Angeles, CA

1964 Rolls Royce Silver Cloud III

European Post War

Q

New York, NY

1953 Fiat 8V

Supersonic Coupe

Sports Cars Pre-1959

Bill Papke

Ada, MI

1990 Vector W8

2 Door Mid Engine by Vector Aeromotive

Modern Collectibles **MD 128**

The Vector W8 was an attempt to make an American supercar to compete with Ferrari and Lamborghini. It is powered by a twin-turbo all aluminum 364 cubic inch V8, coupled to a modified GM transmission. At the time of a Car and Driver test, they obtained 0-60 in 3.8 seconds, a 12-second quarter mile, top speed of 218 miles per hour and handling of .97g on the skid pad. Its sleek styling offered a low 42” profile, Recaro seats, a Kevlar body, and it weighs 3,570 pounds. The hand built car was offered at $483,000.

Vector Aeromotive was founded in 1971 by Gerald Wiegert as design house Vehicle Design Force. His plan for the Vector was to feature various power plant options, including a DOHC Porsche engine. Preproduction literature indicated it would cost $10,000.

The predecessor Vector was featured in Motor Trend in April 1972, and a concept was displayed at the 1976 Los Angeles Auto Show. Wiegert renamed the firm “Vector Aeromotive” in 1977. Altogether around 50 Vector supercar models were developed and produced during the 1980s and 1990s, including some racing versions mostly built using USA made components. Wiegart continued on his quest, forming and reforming Avtech Motors and Vector Supercars, and displaying another prototype, the Avtech, in 2007.

This particular Vector carries production #1, and was purchased from its first owner—a Saudi Prince—who kept the car in Hollywood. It is presented in its original color of Graphite Gray.

Brumos Collection

Jacksonville, FL

1966 Porsche 910

Racing Coupe by Porsche

Porsche Werks **PR 275**

The Porsche 910 or Carrera 10 was based on the Porsche 906. 29 were produced and raced in 1966 and 1967. The factory name for the 910 was the 906/10. The 910 was considered the next sequence in the 906 line.
The 910 was only raced for about one year by the factory. The main class rivals were the Ferrari Dino 206P, Ford GT40, and Ferrari prototypes. Success against these main competitors would prove to be unrealistic.
Ten were entered in the 1000 kilometer Nurburgring race, and although the 8 cylinder models broke and others suffered various issues, the 3 - 6 cylinder models finished 1-2-3, thereby handing Porsche their 3rd major event win in the World Sportscar Championship. Their other wins were at Targa Florio in 1956 and the 12 Hours of Sebring in 1960.
The Porsche 910's career was short lived. In LeMans, the new Porsche 907 "Long Tails" were already entered, finishing 5th in front of a 910 and two 906's.
This Porsche 910 clearly illustrates the direction of the Werks factory with their future road racing machines. It eventually led to the historic 908, which went on to dominate European road racing circuits.

Brumos Collection

Jacksonville, FL

1955 Porsche 550

Spyder by Reutter

Porsche Werks **PR 276**

The first three Porsche 550's were hand built prototypes. They were built as coupes with removable hardtops. The first raced as a roadster at the Nurburgring Eifel Race in May of 1953 winning its first race that it competed at.
Over the next several years, the Werks Porsche Team evolved and raced the 550 with outstanding success and was recognized wherever it competed.
The Werks cars were provided with differently painted tail fins to aid recognition from the pits. Porsche was the first car manufacturer to obtain race sponsorship, which was through Fletcher Aviation who Porsche was working with to design a light aircraft engine. They later added Telefunken and Castrol.
For such a limited number of 90 prototype and customer builds, the 550 Spyder was always in a winning position. The beauty of the 550 is that it can be driven to the track, raced and then driven home. This shows the flexibility of Porsche cars for being both a road and track car.
The later 1956 evolution version of the model, the 550A features a lighter and more rigid space frame chassis. This gave Porsche its first overall win in a major sports car racing event in the 1956 Targa Florio.
Its successor from 1957 onwards, the Porsche 718, commonly known as the RSK, was even more successful. The Spyder variations continued through the early 1960's.
The 550 shown here is visually stunning in its overall design and quality of build.

Brumos Collection

Jacksonville, FL

1968 Mercedes Porsche Transporter

Van by Robert Schenk - Stuttgart

Porsche Werks **PR 274**

Roman Tucker

Attica, MI

1985 de Tomaso Pantera GT5-S

Coupe by de Tomaso

Modern Collectibles **MD 189**

The Pantera (Italian for “Panther”) is a mid-engine sports car produced by the De Tomaso Car Company of Italy from 1971 to 1991.
In late 1971, Ford began importing Panteras for the American market to be sold through its Lincoln Mercury dealers. Ford ended their importation to the US in 1975, having sold around 5,500 cars.
De Tomaso continued to build the car in ever-escalating forms of performance and luxury for almost two decades, for sale in the rest of the world. A small number of Panteras were imported into the United States by gray market importers in the 1980s, most notably Panteramerica and AmeriSport.
The GT5 S was created to compete with the Ferrari Testarossa and Lamborghini Countach. This example is the second GT5 S produced and is totally original, with only 18,000 miles. There were a total of 187 examples of the GT5-S variant made between 1985 and 1990. Of those, 170 were left-hand-drive.
The GT5 S model has the distinctive wide body look and blended arches that is a staple of mid-1980’s exotic sports cars. The GT5 also benefits from 18″ bare aluminum polished wheels, quad exhaust pipes, rear boot-lid wing, improved braking system and a more luxurious interior.
The ‘S’ in the GT5-S name stands for “steel”. The car features a single piece of flared steel for the fenders instead of the GT5’s riveted-on fiberglass flares, and a smaller steel front air dam. Otherwise the GT5-S was largely identical to the GT5.

Scotts Valley, CA

1984 Porsche 962

Rothmans

Porsche Werks **PR**

As early as the 1982/83 World Endurance Road Racing series, Porsche realized that a replacement for the 956 was needed. Even though the 956 was a dominating contender, it had safety issues that needed to be addressed in order to assure the drivers additional protection.

The advent of the 962C introduced a new reinforced foot-box behind the front axle, an improved fuel tank arrangement, a roll-bar, more aerodynamic modifications and additional braking power.

The new and improved 962C was campaigned in both the European World Endurance Group C series and the IMSA GTP series in the United States. It was an instant winner from the moment of its debut.

In its production series run, the 962C amassed 21 Constructors Championships, and numerous IMSA GTP titles. It normally utilized 730 horsepower, and was capable of speeds in excess of 250 miles per hour more than 33 years ago. It would go from 0-60 in 2.8 seconds, and was capable of 0-125 miles per hour in 7.3 seconds. These are staggering numbers!

The Rothmans Porsche 962C is one of the most historic Werks race cars in Porsche history. It dominated World Endurance racing in Europe and legendary drivers including Jackie Icxx, Jochen Mass, Derek Bell, Hans Stuck, Vern Schuppen and Drake Olsen drove it to numerous wins and top finishes at Lemans, Mugello, Monza, Brands Hatch, Silverstone, Shah Alam and the Selangor.

This is a truly historic piece of Porsche road racing history.

William and Tina Sipko

Windber, PA

1932 Chrysler Imperial

Coupe by Chrysler

American Classic Closed **F 185**

Walter P. Chrysler used the word “imperial” to describe those things he considered to be of exceptionally high quality.

The Imperial line for 1932 consisted of two models, the 135-inch wheelbase CH with bodies by Briggs and the 145-inch wheelbase CL models with bodies by LeBaron. Custom body builders would use these chassis along with a variety of body types that were available. Both CH and CL models featured standard side mounts, buffed leather seats with matching kick panels and door covering, matching carpets front and rear and many other luxury features.

This Chrysler CH Imperial is powered by a 125 horsepower, 348 cubic-inch, inline, L-head straight-eight engine. A four-speed overdrive transmission, solid front axle, live rear axle with semi-elliptic leaf spring make it particularly roadworthy even at the high speeds of which it is capable.

This car is one of a mere 239 CH rumble-seat coupes made. Today, just five are known to exist. The original sale price when new was $1,925 during the Great Depression. This was a princely sum, as at that time the average worker earned about $900 annually. This car was delivered to the first owner directly from the factory on December 31, 1931.

Ralph J. Boyer

Dearborn Heights, MI

1910 Ford Model T

Touring by Gray and Sons

Gas Light **A 163**

What you are looking at is a Canadian Model T Touring with a very interesting story. It left the assembly line March 24, 1910 at the Ford Walkerville, Ontario Assembly plant. It was built from a running chassis that was assembled at the brand new Ford Highland Park, Michigan plant. It is one of the last cars to have a Highland Park built chassis that was assembled in Canada. It is reported that at the end of March, 1910, all production was transferred to the Highland Park plant. At this time, Ford sold the Piquette Plant to Studebaker.

This car was built using a Gray & Sons Touring body, which is slightly wider than the American Touring body. This is a unique feature that also includes a Canadian Chadwick windshield. The Canadian body can be easily identified by looking at the back of the car. A vertical seam can be seen where the two halves of the body are joined. On the American bodies, the body is constructed using a horizontal seam. A T-shaped body tag, located at the top of the riser on the front seat can be seen, showing the final assembly is Walkerville, Ontario.

This car was originally sold through a Ford distribution agent in Port Carling, Ontario to a local farmer. It remained with the farm until the late 50’s. The current owner acquired the car in 1960 in a very sad state, and has since restored it twice.

David Huffman

Hadley, PA

1971 Plymouth Satellite Sebring Plus

Muscle Cars **N 246**

In 1971 Chrysler's Plymouth and Dodge divisions were building some of the wildest muscle cars ever built. Many would be among the most sought after and valuable cars of our times, with names like Hemi 'Cuda and Charger R/T.

There was no mistaking a Mopar muscle car back then. Billboard stripes, Shaker hoods, Bumble Bee stripes and even funny horns that mimicked a certain cartoon character were the norm. And when it came to engine options, they had the bases covered; 340, 383, 440 and the fabled 426 Hemi allowed potential buyers plenty of choices. And with availability in a variety of body styles, it was easy to create a ride that was truly unique.

What you are looking at certainly represents Alternative Muscle for many reasons. First and foremost is the big block 383 cubic inch engine that is under the hood. As the standard engine for the Roadrunner, it was rarely ordered for the more sedate Satellite models. And when you add a 4-speed Pistol Grip shifted transmission to the mix and check the box for the High Impact In-Violet color, now we're really stepping outside of the box.

This Satellite Sebring Plus has nearly all of the features of the Roadrunner, without the funny bird. As such, most Satellites were ordered with the small block 318 engine backed by an automatic transmission. Additional options include air conditioning, the center console, and an AM-FM radio.

Rick Mahoney

Blue Bell, PA

1973 Pontiac Formula Firebird

Muscle Cars **N 199**

The concept of owning, maintaining and insuring a Muscle Car in 1973 was all but done. There were, however, a few hold-outs for those who knew their way around an order sheet.

For the Pontiac enthusiast, the Trans Am was generally the way to go. After the launch of the second generation Firebirds in 1970, the sleek and sporty Pony Car could be a subtle 6-cylinder commuter or a V8 screamer, complete with spoilers and a Shaker hood scoop. There was, however, an alternative for those that preferred to be a bit lower key. The Formula Firebird had nicer trim, additional standard features and it could be ordered with the highest performance engine offered by any manufacturer in 1973, known as the Super Duty 455.

With forged aluminum pistons, a variety of engine provisions and forged steel rods, these were very special high performance engines built when performance was certainly not politically correct.
This Super Duty 455 Formula Firebird is one of a mere ten produced with the 4-speed manual transmission. It is the ultimate sleeper, built with dog-dish hubcaps, no spoilers, no center console, no radio and absolutely no extra trim.

Originally purchased from G.M. Overseas headquarters in New York, it was then shipped to a U.S. soldier stationed in Germany. When he was discharged, he shipped it home to Ohio where he drag raced in NHRA competition.

Larry and Rachelle Weymouth

Ray, MI

1971 AMC SC/360

2 Door

Muscle Cars **N 169**

When it comes to American Muscle, AMC is not the first manufacturer that comes to mind. Yes, they did produce the sporty two-seat AMX and their own Pony Car known as the Javelin, but for most, they are thought of as builders of somewhat mundane transportation.

The Muscle Car era would change that, at least for a few years. With some success, AMC managed to lure a considerable amount of younger buyers to their showrooms with some fun and creative advertising. Remember the television commercial with the goldfish on the passenger seat? How about the wild blown red, white and blue Javelin print ad?

The powers that be at American Motors saw that a larger engine in a smaller, lightweight body had a considerable amount of appeal with their 1969 SC/Rambler. With the new Hornet, they knew that adding a 360 cubic inch V8 under a scooped hood and adding an optional 4-speed shifter would certainly do the trick, just as it did in ’69. "Introducing a sensible alternative to the money-squeezing, insurance-strangling muscle cars of America."

The SC/360 was an easy way to remain in the Muscle Car market without the need for high development costs. Since the Hornet was already able to accommodate the corporate V8, adding a variety of other enhancements made it easy to create a stop light screamer at minimal expense.

A mere 784 SC/360’s were built from August 1970 through February 1971.

Frank Karabetsos

Sugar Grove, IL

1970 Chevrolet Malibu

Convertible

Muscle Cars

N 245

What you are looking at may just epitomize what “Alternative Muscle” is all about. You see, 1970 was the year that the manufacturers went out of their way to be noticed when it came to factory muscle cars.
Between colors like Hugger Orange and Sublime, to the outrageous stripe packages to engines featuring multiple carburetors and lots of horsepower, it was an all out war. And the hungry youth market ate it up.
A vast majority of the buyers for a factory muscle car wanted to make a bold statement. By checking the boxes for the big cube engines and adding some stripes and spoilers, there was no mistaking the owner’s intent.
There were, however, a few buyers that took an entirely different approach. Subtle colors, no stripes and sometimes even whitewall tires would rarely give any clue to what was under the hood. And if that buyer bought a convertible, that made it even more of a sleeper.
This car was ordered with the largest available engine. The 402 cubic inch LS3 engine is backed by a factory 4-speed manual transmission and a 12-bolt Posi-Traction rear end. The low key Tuxedo Black paint, sans stripes, is complimented by the Ivory interior and White top.
Unlike the popular Chevelle SS models, this car was ordered to blend in unnoticed. Fully documented with extensive original paperwork, it is believed to be one of fewer than 10 built with this drive-train.

Philip Roitman

Katonah, NY

1973 Buick G.S. Stage 1

Coupe by Fisher

Muscle Cars **N 130**

Let's be realistic; 1973 is not the hottest year for muscle cars, and Buick certainly isn't thought of as a hot muscle car manufacturer. There are, however, some very real exceptions.

Going back to 1965, Buick had their G.S. models, which were certainly an answer to Pontiac's GTO. Adding a larger engine to their intermediates along with a list of performance enhancements was sure to lure at least a few younger buyers to their showrooms.

G.S. models would always hold their own at the stoplight races, and with their nicer interiors and added trim, offered an alternative for those looking for just a bit more.

In 1973 Buick renamed their Skylark as the Century, a name harkening back to 1958. With the all new Colonnade body, it would be one of noted designer Bill Mitchell's last designs.

This G.S. Stage 1 is one of the last true muscle cars produced by General Motors. Only 728 Stage 1 Gran Sports were built in '73, and this is one of just 92 equipped with a 4-speed manual transmission. This prime example of a Stage 1 G.S. is the highest option example known to exist, loaded with accessories. It has been fully restored to factory specifications and features the original engine, transmission and rear end.

This national award winning example retains all of its' original sheet-metal, and the original color is Harvest Gold.

Daniel J. Bazner

Dearborn, MI

1938 Cadillac 60 Special

Sedan by Fisher

American Classic Closed

F 138

Weston, CT

1950 Jaguar XK120 Alloy

Sports Car Pre-1959

Peter H. Phillips

Leonard, TX

1958 Rambler Ambassador

4 Door Hard Top

Jet Age Class of '58

JA 198

Phil Stephenson

Pendelton, IN

1941 Cadillac 6227-D

Coupe

American Classic Closed **F 188**

If you arrived in a new Cadillac, or any Cadillac for that matter in 1941, you made a bold statement. General Motors' prestige division proudly proclaimed that "For thirty-nine years, Cadillac's manufacturing policy has remained one of the few certain things in an uncertain world. The organization, at its inception, decided to give its name only to the finest motor cars it was possible to produce. That ideal has never changed. Today, as always, the sole pre-occupation of Cadillac engineers and craftsmen is with perfection. And Cadillac and Cadillac owners have thereby gained a rich reward." A bold statement indeed…

This model 6227-D is one of approximately 1,700 Deluxe Coupes built in ’41. It is equipped with the optional Hydro-Matic transmission, which was the first fully automatic transmission offered for a Cadillac. It is believed that less than 600 were built with this option. The engine is a 346 cubic inch flat head V-8 that produces a respectable 150 horsepower. This drive-train finds it roots in World War II tanks.

Additional extra cost options include the original AM radio, a vacuum powered retractable antenna and individual heaters located under both of the front seats.

Delivered to the first owner May 2, 1941 in Indianapolis, the price was just under $1,600 delivered. The original lug wrench, jack and jack stands along with the owners’ manual and a dealer supplied ice scraper remain with the car.

Wendell Smith

St. Louis, MO

1925 Rolls Royce Silver Ghost

Buckingham Limo

Jazz Age **B 149**

Though the Rolls-Royce name is indelibly linked to England, the firm once manufactured automobiles on U.S. soil, in Springfield, Massachusetts. The reasons for this business venture were numerous: America had become the most important automobile market in the world; U.S. duties on imported cars made them unrealistically expensive and the Rolls-Royce manufacturing plant in Derby, England, lacked the capacity to meet global demand. Delays in shipping automobiles from England to the United States also didn't sit well with impatient, affluent buyers.

Many of today's enthusiasts are unaware that Rolls-Royce did not make complete cars until the post-war era. Prior to that, when one purchased a Rolls-Royce, they bought an engine, transmission and chassis. The wealthy owner would then select the coachbuilder of his or her choice to build a body that met their individual requirements. Each car was special and reflected the individual taste of the owner.

This car, chassis number S387RK, is a wonderful example of an American built Rolls Royce. It was originally owned by Mrs. L.S. Donaldson of Minneapolis, Minnesota. The order specified rare Buckingham coachwork, which features a reverse slanted windscreen. Interestingly, it also features the luxury of heaters under both seats. This was in an era when heat in cars was unheard of. It must have been a marvel to anyone who rode in it in cold Minnesota winters. This car is completely original and unrestored. The original owners monogram "LSD" is still visible in the rear doors.

Bill and Nancy Miller

Highland, MI

1956 Continental Continental MKII

Sport Coupe by Ford Motor

American Post War **M1 147**

In the early 1950s, Ford Motor Company created a new Continental Division to design, build and market ultra-luxury entries. These cars were priced well above Cadillac and Packard and they would rival anything on the planet. But its first product, the elegant Continental Mark II, lasted just two model years (1956 and 1957) before being discontinued, and its division folded into Lincoln.

The Mark II was designed by Ford's Special Products Division under chief stylist John Reinhart and quite unlike other flamboyant, chrome-laden American luxury chariots of the time. The Mark II looks cleanly, gracefully European, with a tasteful egg-crate grille, a long, sculpted hood and straight fenders that kick up behind the doors along with very sparing use of chrome. Mostly hand-built, it wears multiple coats of hand-sanded, double-lacquered and polished paint plus a Bridge of Weir leather cabin. Power steering, brakes, windows, seats, and vent windows were standard, and its only option was air conditioning for $595.

The powertrain is a factory blueprinted 285-horsepower 368-cubic inch (6.03 L) Lincoln V-8 coupled to a three-speed Lincoln automatic transmission.

Priced at a stunning $10,400 (equivalent to a top Rolls Royce or a pair of '56 Cadillacs), just 2,556 1956 Mark IIs were built, followed by 444 1957s.

According to the owners, this gorgeous light green example "has spent its entire life on the Northwest coast where road salt and air conditioning were not needed."

Ernst Hillenbrand

Fremont, OH

1934 Packard Super-8

Convertible Victoria

American Packard **AP 135**

Packard was the luxury car leader from early 1900's through the 1930's producing large, expensive automobiles in their huge Detroit factory. From a single assembly line they were able to accommodate many fine products, keeping costs down, but disallowing the frequent model changeovers of larger companies like Ford and General Motors. Rather than the annual new models, Packard preferred "Series" changes at less regular intervals. This car is considered the Eleventh Series.

In 1934 Packard, like all luxury brands, struggled with profitability because of the Great Depression. Not only were fewer people able to afford fine cars, but even those who could, would often balk at showing off their wealth. The 120 and Super -8 Series represent Packards efforts to produce a slightly less ostentatious car.

The 1934 Packard Convertible Victoria is deemed by many to be one of the most desirable of 1930s Packards due to the use of the skirted fenders, a V-shaped grille, modern headlights, and the overall proportions of the car. It has a 145-horsepower, 384 cubic-inch, L-head, inline eight-cylinder engine with a three-speed, synchromesh transmission. It also features semi-elliptic leaf springs, driver-adjustable variable-pressure shock absorbers and vacuum servo-assisted, four-wheel mechanical brakes.

Vaughn Veit and Kelly Lehrmann

Monticello, MN

1931 Duesenberg J

Phaeton/Convertible by Derham

Duesenberg

D 137

Veit Automotive Foundation

Monticello, MN

1929 Duesenberg J

Roadster/ Convertible by Derham

Duesenberg **D 136**

This is the chassis of Duesenberg J150 which is currently undergoing a major restoration. It was originally delivered to William A. Reade of New York City with a maroon Murphy body. The original body style was a short (142 inch) wheel base convertible sedan.

The Model J was the final series introduced by the Duesenberg brothers. Only 481 units were produced, including the supercharged models. Due to the Great Depression, the model run did not sell out until 1937. The model year designates the year when the particular model was sold. The 420-cubic inch straight eight engine was rated at 265 horsepower and was capable of 90 miles per hour in second gear.

J150 was rebodied in 1977 using a Derham body from a 1931 Lincoln. Derham built bodies for notables such as Pope Pius XII, King Farouk, President Eisenhower and Gary Cooper. They were also the only classic era coachbuilder to survive the Great Depression.

The chassis on display recalls Duesenberg exhibits of the 1930's. Only the chassis was shown since the purchaser arranged to have a custom body produced. The cost of the chassis was $8,500 at a time when a physician earned about $3,000 per year.

Jack Boyd Smith

Nappanee, IN

1938 Packard 1607-1139

Convertible Coupe

American Classic Open

G 133

Kevin F. Biebel

New Milford, CT

1935 Lincoln K

4 Door Convertible

American Classic Open **G 237**

The Model K Convertible Roadster is rarely seen but always appreciated, as it is one of the most beautiful Lincolns of the Classic Era. Shown here is one of the few known survivors. It has been beautifully restored, presented, and maintained.

The Model K was produced from 1930 to 1940. This fine automobile rides on a 145” wheelbase chassis with a custom built body by LeBaron. It is one of a mere twenty LeBaron bodied Model K’s built. It features the powerful 414 cubic inch V12 engine.

By 1935, the fine car market had all but disappeared. With the world gripped by the most serious economic depression of all time, many could no longer afford such luxuries. Even those that were still able to buy fine automobiles felt that it was inappropriate to spend such huge sums when so many were suffering financially. As a result, most of the great manufacturers were either bankrupt or nearly so. Lincoln would be one of the few survivors, due to the support of the Ford Motor Company. Edsel Ford retained a strong interest in these cars, and he actively supported the great designers of the time with commissions on the Lincoln chassis.

Discerning customers could order custom coachwork for their Lincoln from several coachbuilders, as was done with this prime example.

Robert Mirvis

Los Angeles, CA

1957 Lancia B24S

Convertible by Pinin Farina

Sports Cars Pre 1959

P1 173

Nels Bove

Cincinnati, OH

1964 Studebaker Lark Daytona

2 Door Hard Top

Muscle Cars **N 176**

Seriously now; a Studebaker Muscle Car? Absolutely! You see, Studebaker was actually ahead of the curve when it comes to high horsepower engines in smaller lighter bodies. And they are also among the first to offer a supercharger as a factory option.

What you are looking at is one of the most recognized Studebaker muscle cars ever built. Although subtle in appearance, don't let that fool you. This is the very first R3 supercharged Studebaker released to the public.

In the summer of 1963, Hot Rod magazine learned of the upcoming release of ultra high performance R3 supercharged engine option for the compact model Lark. They knew they had to get their hands on one for testing, but the folks at Studebaker weren't quite ready. Knowing that the publicity generated by a road test would bring in some much needed attention, they went to work to make it happen.

This car was born a 289 horsepower R2 model. It was sent to Paxton Products, manufacturers of the supercharger, to have the necessary modifications made under the direct supervision of Andy, Joe and Vince Granatelli. The end result would be a full test in the January 1964 issue of Hot Rod magazine, about a month after Studebaker closed its doors in South Bend, Indiana.

Ironically, Studebaker-Packards former engineer John DeLorean would then go on to introduce the GTO, a car utilizing the big engine/small car concept.

David Arent

Watervliet, MI

1971 Plymouth Sport Fury GT

2 Door Hard top

Muscle Cars **N 339**

Alternative Muscle is the theme for the Muscle Car group this year, and what we have here is certainly a prime example. In 1969 Plymouth launched their Rapid Transit System, with an impressive lineup of muscular cars with high horsepower engines ranging from the high revving small block 340 up to the mighty 426 Hemi.

When one thinks of muscular Plymouths, Roadrunners and ‘cudas are generally first to come to mind. The fact is the Rapid Transit System covered all the bases with the big 440 powered Sport Fury GT at the top of the list in 1970 and 1971.

Of course, in 1971 the writing was on the wall for the performance minded, and some chose to take a slightly different path, as evidenced here. This Sport Fury GT, one of just 375 built, has a long list of options including bucket seats with the center console and the ultra rare factory power sunroof.

This car served as a dealer demonstrator at Powell Chrysler-Plymouth in Jacksonville, Florida. On February 9, 1971, the car was sold to its first registered owner who drove it until 1977. It went through several owners before ending up at Atlantic Salvage in Georgia.

The current owner found this car in somewhat dilapidated condition with the sunroof silicone sealed shut due to leaking. After 21 years of dry storage, an extensive restoration was undertaken returning this rare automobile to its as delivered condition.

William D. Stephenson

Marine City, MI

1967 Oldsmobile 442

2 Door Sedan by Gm Fisher Body

Muscle Cars **N 177**

What you are looking at is certainly not your Father's Oldsmobile. You see, back in 1964 Oldsmobile was caught somewhat off guard when sister division Pontiac introduced the GTO. Using a big engine in a small car formula, Pontiac took the market by storm.

Digging deep into the Olds corporate parts bin, they took their own intermediate models known as the Cutlass and the F-85 and added a variety of special Police Package components along with the 400 cubic inch, 4 barrel V-8 engine. Adding a 4-speed manual transmission and other performance enhancements, they were off and running. Yes it is true that 4-4-2 stands for four barrel carburetion, four speed transmission and dual exhaust.

This is a prime example of the highest performance offering 442 with a very subtle appearance. Under the hood is the top of the line W-30 high performance package, one of a mere 502 total produced in 1967, and one of just 128 two-door post model Cutlass Supreme Sports Coupes.

Sold new in Massachusetts by well known performance dealer Brianbeau Oldsmobile, it was originally ordered as a dealer team drag car, but it wasn't meant to be. Soon after arriving, the dealership closed, and it was sold to a local resident.

The option list is sparse, as expected for a car meant to be drag raced. With no power options and no radio, the original intent was very clear!

Ed and Cyndi George

South Holland, IL

1963 Studebaker Avanti

Muscle Cars

N 342

Although the Pontiac GTO is often thought of as the original muscle car, there was a group out in South Bend, Indiana that was certainly ahead of the curve. Starting in late 1956, Studebaker was building cars with an optional Paxton Supercharger under the hood.

When the Avanti was introduced in late 1962, the Raymond Loewy design was certainly unlike anything ever seen before. With a name that derives from the Italian word “forward” it is certainly an example of not only forward styling but also forward thinking.

This Avanti is powered by the R3 304.5 cubic inch engine with a Paxton supercharger, large port heads and cast iron headers. All R3 engines were factory blueprinted and hand assembled at the Paxton facilities. They would be offered as a factory option for the Avanti line and also through the dealer parts network.

The engine in this Avanti is serial number B 109, known to be the last one assembled with the high performance R3 heads. It also features additional unique parts including the only known set of R5 pistons. Power is transferred to the road through a 4-speed manual T10 transmission backed by a stout Dana 44 rear axle with the limited slip differential. This car also features a rare set of magnesium Halibrand Sebring wheels. It is lovingly driven and preserved by the current owners who actively enjoy the car on a regular basis.

Massillon, OH

1930 Lincoln

American Classic Closed **F**

Stephen W. Burke

Ypsilanti, MI

1936 Packard Eight

4 Door Sedan by Packard

American Packard **AP 144**

Packard Motor Company, the leading luxury car maker for the first four decades of automobiles, began producing cars in 1899 in Ohio, moving to Detroit shortly thereafter. When the new, 3.5-million square-foot factory opened on Grand Boulevard in Detroit in 1903, it was the largest and most modern manufacturing facility of its day.

Packard's strategy for dealing with the depression was to build ever more opulent and expensive cars, like the 1404. They soon found that they needed a smaller, less-expensive line to sustain sales. The famous Series 120 was the result. By 1935 the big cars and the medium-priced cars were in balance.

The 1936 Packard 1404 models were among the large, expensive models, and all have a 320 cubic-inch, side-valve, straight-eight engine. It produces 130 horsepower and is mated to a three-speed, synchromesh transmission. It also features vacuum-assisted brakes all around. The 1936 model was the last for Bijur lubrication, ride control, semi-elliptic suspension, 17-inch wire wheels and mechanical valves.

This rare 1401 straight-eight, 5-passenger sedan was number 93 of a mere 100 built. It was built on April 29, 1936 and delivered to the Frankford Packard Company in Philadelphia. Many of the large-bodied Packards of the day had custom-built coachwork, but this one was built by Packard in the Detroit plant.

Michael C. Robinson

Syracuse, NY

1909 Sears Motor Buggy H

Buggy by Sears

Gas Light **A 139**

In 1908, Richard Warren Sears, founder of Sears Roebuck and Company in Chicago, Illinois stated "The Motor Car is truly here to stay; it is time we made some money from it". In the Fall 1909 Sears Catalogue, they included an ad for the "Sears Motor Buggy". The selling price was $395, and it proved to be very popular with women and farmers. It was very easy to start and you could drive it all year long.

The motor is a 14 horsepower two cylinder, air cooled direct opposed design. It features a 4 1/8 inch bore by 4 inch stroke with twin cooling fans. Weight is approximately 1,000 pounds, with a wheelbase of 72 inches. The gas tank holds 5-6 gallons and it has an estimated top speed of 25 miles per hour.

The Sears Buggy has a number of innovative engineering details. It uses a "shooting type oil system", dual exhaust pipes with silencer mufflers, a selective friction transmission with reverse, and a limited slip differential on each wheel.

Sears would ship the Motor Buggy in a wooden crate, with one gallon of oil. Assembly consisted of attaching the four wheels, and then adding the oil and gas. They sold in excess of 3,500 units and it is believed that approximately 200 still survive.

Robert and Jackie Lederer

Barrington, IL

1908 Steam Model L

Roi-d'Belge

Steam Car **ST 141**

In the early days of the automobile, there were three sources for powering a vehicle: gasoline, electricity, and steam. There were pluses and minuses for each. The drawback to steam is that it sometimes took up to 30 minutes before the car could be driven.

The White Company emerged from the White Sewing Machine Company in Cleveland, Ohio. Rollin White believed in steam power and in the late 1890's designed an engine that was safe and durable.

The first White Steam Car was produced in 1900 and they were produced until 1911. This White Model L is one of a mere 1,024 produced. It has a two cylinder 20 horsepower steam engine.

While the early White Steam cars had the engine mounted under the floor, the Model L has the engine mounted in the front and it is fitted under the hood.

This is an imposing and impressive car with its Roi-d’Belge coachwork and significant brass trim. This includes the huge Rushmore headlamps, and it is a very original example. Well preserved over the years, this car features all of its original mechanical, chassis and body fittings and still wears its original leather upholstery.

Frank A. Rubino

Coral Gables, FL

1950 Aston Martin DB2

Drophead by Astin Martin

Sports Cars Pre 1959 **P1 152**

The Aston Martin DB2 was a sports car introduced at the New York Auto Show in 1950 and produced through 1953. It was Aston's first post-war production car, the DB1 of 1948 being considered a prototype. Powered by Lagonda's 2.6L DOHC straight-six motor making 105 horsepower, it could reach 110 miles per hour and 0–60 in 12.4 seconds. Just 411 examples of this all aluminum car were produced and only 102 as Drophead Coupés, making this a rare car indeed.

Aston Martin Lagonda Ltd. is a British manufacturer of luxury sports and grand touring cars. Founded in 1913 by Lionel Martin and Robert Bamford, they became synonymous with exotic grand touring cars in the 1950's and 1960's. Aston earned renown when a DB5 was chosen as a specialized car for fictional spy James Bond in the 1964 film Goldfinger.

A British cultural icon, they have been a "purveyor of motorcars to HRH, the Prince of Wales" since 1982. Aston has had financial troubles, seemingly forever, providing a colorful history and a succession of owners. Ford Motor Company bought into Aston in 1987, eventually owning them outright before selling in 2007. They are now owned by a consortium, which includes Daimler of Germany. Headquarters and production are in Gaydon, Warwickshire, England.

This Drophead Coupé has recently received a complete body-off restoration by the owner to exacting factory specifications. It features fitted luggage made from the same hides as the interior.

Paul Eddelston

Birmingham, MI

1985 Audi Quattro

Coupe

Modern Collectibles **MD 192**

The name quattro was used by Audi to refer to the quattro four-wheel-drive system, or any four-wheel-drive version of an Audi model.
The Audi Quattro was the first rally car to take advantage of the then-recently changed rules which allowed the use of four-wheel drive in racing. It won competition after competition for the next two years. To commemorate the success of the original vehicle, all subsequent Audis with their trademark quattro four-wheel-drive system were badged "quattro" with a lower case "q" and in a distinct typeface which has remained nearly unchanged since its inception.
The Audi Quattro was the first car to have a four-wheel drive system combined with a turbocharged engine.
The original engine was the 2,144 cc (131 cubic inch) inline 5 cylinder with a ten valve single overhead cam, along with a turbocharger and intercooler. It produces 197 horsepower and torque of 210 lb·ft at 3,500 rpm. This propels the Quattro from 0 to 100 km/h (62 mph) in 7.1 seconds and it can reach a top speed of over 220 km/h (137 mph).
Quattro car production was 11,452 vehicles from 1980–1991. Through this 11 year production span, with only minimal updates, there were no major changes in the visual design of the vehicle. Only 652 were imported to North America.
This fine example spent the first 20 years of its life in Canada before being imported to the United States. It is in original, unrestored condition.

Myron Trenne

Brighton, MI

1997 Lotus Esprit

2 Door by Lotus

Modern Collectibles **MD 164**

The Lotus Esprit is a series of sport cars built between 1976 and 2004. Initially styled by ItalDesign's Giorgetto Giugaro, and then restyled by Peter Stevens in 1987 and Julian Thomson in 1993.
Launched at the Paris Motor Show in October 1975, production started in mid 1976 with Series 1; Series 2 began in 1978; Series 3 debuted in 1981, Series 4 in 1993, and the V8 model in 1996. The motor is Lotus' own Type 918, all-aluminum, 90° DOHC with a flat-plane crankshaft and two Garrett T25/60 turbochargers. In period tests, 0-60 miles per hour was achieved in 4.4 seconds with top speed exceeding 175 miles per hour. These performance statistics are made possible with 500 horsepower and a 3,036-pound weight.
Lotus Cars, with a factory in Hethel, UK, has a long history of producing high performance sports cars—those that go fast, stop quickly and handle well. Part of their success is attributed to building highly engineered cars that are exceptionally lightweight.
Started as Lotus Engineering by Colin Chapman, they have produced notable cars such as the Elite, Elan, Europa, Eclat, Exige, Evora and Elise. They also have a long successful history with motorsports. Today they are owned by Geely Automotive.
Originally delivered to Palm Beach, Florida, this particular US-spec Esprit is presented in Calypso Red, with Fawn leather interior, 1 of only 13 such configured. Featuring just 30,000 original miles and three owners, it is a supercar way ahead of its time.

Jim Demmith

Hale, MI

1958 Mercury Montclair Turnpike

Cruiser 2 Door Hardtop

Jet Age Class of '58 **JA 257**

The Mercury Turnpike Cruiser, offered in both 1957 and 1958, was inspired by an auto-show concept car of the same name. This celebrated the dawn of the Interstate era with power and style. The ’58 version joined the mid-range Montclair line, and was offered in both Hardtop Sedan and Hardtop Coupe models. Our featured car, showcasing a rare Silver Sheen Iridescent/Jamaican Blue Iridescent two-tone paint scheme, is one of only 6,407 Montclair Turnpike Cruisers built in 1958.

Any way you look at it, Dearborn’s dream machine was space-age all the way and loaded with more gadgets than any Ford product before it. Breeze-way Ventilation with adjustable front air intakes at the upper corners of the Skylight Dual-Curve windshield, and a power retracting rear window, promised comfort at expressway speeds.

Other out-of-this-world details on the amazing Turnpike Cruiser included a Merc-O-Matic transmission with Keyboard Controls on the Monitor Control Panel (dashboard), and a Seat-O-Matic power front seat adjuster.

The larger standard 383 cubic-inch Marauder V8 engine was new for 1958 and provided ample passing and merging power on those limited-access freeways. Safety features weren’t forgotten: a padded dash, deep-dish steering wheel, high-mounted red side running lights, and a dash-mounted rearview mirror were all standard.

Peter Heydon

Ann Arbor, MI

1943 Alfa Romeo 6C2500

Cabriolet by Carrozzeria Garavini, Torino

European Classic **J 155**

This car was built in Italy in the midst of World War II. Benito Mussolini had the Italian government purchase Alfa Romeo in the 1930's, and the company produced a variety of war materials, along with a limited number of rather expensive cars until the factory was bombed several times.

Alfa began automobile production in 1910. The name is an acronym translating to "The Lombard Automobile Factory Company." Romeo was later added to the name in 1920, reflecting the name of its new owner, Nicola Romeo. He would bring in the famous engineer, Vittorio Jano from Fiat based on the urging of Alfa's racing driver, Enzo Ferrari.

The name 6C 2500 was a designation referring to the cars six-cylinder, 2,500 cubic centimeter engine. The series included sports and competition cars, ministerial sedans along with parade cars, ambulances and four-wheel drive vehicles.

The Milano Alfa factory was bombed by the British in the summer of 1943. A mere four 6C 2500 chassis would survive, including this one. It was then consigned to Carrozzeria Garavini, Torino. After this move, no further records have surfaced relating to this car. It is believed to have been used by either the Italian or German military since factory photographs show military or diplomatic flag stanchion holders on the front bumper.

Sam Haberman

Birmingham, MI

1953 Kaiser Manhattan

2 Door

American Post War **M1 206**

The 50's were pivotal years for the American automobile industry. With post World War II technology and innovations coming in fast, the larger companies thrived while the smaller independent companies had their work cut out for them.

Among the independents was Kaiser-Frazer. Still fighting for a piece of the action, their answer was the all new Manhattan models introduced in 1952. With unique styling and a fair share of engineering features along with proven mechanicals, these cars would garner respectable sales numbers.

Designed by Howard "Dutch" Darrin and Duncan McRae, the Manhattans were first introduced as face lifted 1952 model year cars. Initially offered in three body styles, the Club Coupe was dropped in '53. A number of features were found on the Manhattan. This includes the wide chrome band around the lower body, small chrome tail fins, a special steering wheel and full carpeting. A wide variety of options were available, including two tone paint, as seen on this car.

Powered by Kaiser's only available engine, it displaces 226.2 cubic inches and produces 115 horsepower. This engine is known for its reliability with roots dating back to Pre-War Willys Jeeps.
Restoring any Kaiser is quite a challenge, due to the wide variety of options, colors and trim offered. This prime example of a highly optioned Manhattan takes us back to a much more colorful era.

Christopher L. Young

Birmingham, MI

1988 Porsche 928 S4

2 Door by Porsche

Porsche 70th Anniversary

PA 172

Bruce D. Gearns

Howell, MI

1987 Porsche 944S

Coupe

Porsche 70th Anniversary **PA 211**

Introduced in 1983, the 944 quickly gained the respect of sports car enthusiasts and was named the best handling production car in America by Car and Driver magazine. One of the adjectives used most often to describe the car in reviews was “balanced”. The almost perfect 50-50 front to rear weight distribution resulted in handling that contributed to it being named to Car and Driver's Ten Best list from 1983 through 1985.

In 1987, the 944S "Super" was introduced. Built for only two model years, the “S” featured a high performance dual-overhead-cam 16-valve version of the 2.5 litre engine featuring a magnesium intake and valve cover, larger capacity oil sump and revised exhaust system. It also features a higher 10.9:1 compression ratio cylinder head, progressive springs, larger front and rear anti-roll bars and revised transmission gearing to better suit the higher 6,800 rpm rev limit. In addition to better handling and stopping power, a 43 horsepower increase over the base model reduced the 0 to 60 mile per hour time by 1.8 seconds.

Still retained by the original owner, this car was delivered at the factory in Germany and logged 2,000 miles around Europe before shipment to the United States. The car is driven regularly to local, regional and national Porsche Club events and general pleasure drives. It has been driven to twelve national Porsche Club events from New York to South Carolina and Quebec. The vehicle is completely original, with only routine maintenance being performed since new.

Bruce Gearns

Okemos, MI

2004 Porsche Cayenne

SUV

Porsche 70th Anniversary **PA 239**

In 1998 Porsche announced plans to enter the premium SUV segment, and introduced the Cayenne for the 2003 model year. It was Porsche's first four door production automobile. It soon proved that it was the performance vehicle among SUVs and was praised for its excellent handling. By 2006 it was Porsche's best-selling vehicle having sold over 150,000 examples.

This S model features a 6-speed automatic transmission, an 8-cylinder 32 valve engine with a dry-sump lubrication system and variable valve timing producing 350 horsepower and 318 lb□ft of torque. Acceleration from 0–60 miles per hour is achieved in under seven seconds and it is capable of a top speed of 150 miles per hour. Options include heated seats and steering wheel, Bi Xenon headlights with washers and a full leather interior.

The Cayenne is not 4 wheel drive, but all wheel drive, The clutch acts on a center differential, so it can shift up to 100 percent to either the front or rear axle, based on vehicle speed, lateral acceleration, steering angle, and throttle position. A computer calculates the optimum locking required on both axles to distribute power as needed. This feature allows the Cayenne to apply power when and where needed for maximum traction on or off road.

Porsche succeeded in producing a vehicle that was not only competitive with other SUV's, delivering strong off-road capabilities, its handling and braking characteristics established the new benchmark for on-road performance among SUV's.

Jeffrey Topf

Royal Oak, MI

2011 Porsche 997 Turbo S

Coupe

Porsche 70th Anniversary **PA 148**

Most enthusiasts feel the 997.2 model returns the traditional 911 feel and requires more driver input than subsequesnt models. With 500 horepower, the Porsche 911 Turbo is not exactly anemic. But Porsche has never seemed to like the concept of enough, so they rolled out the 530-horsepower Turbo S. The Turbo S's 530 horsepower are available between 6,250 and 6,750 rpm. The added power is achieved through different intake-valve timing and increased turbo boost pressure. Maximum torque is rated at 516 lb-ft, which happens between 2,100 and 4,250 rpm. Factory performance figures report 0-60 mile per hour in 3.1 seconds with a top speed of 196.

The Turbo S is actually quite luxurious. All regular goodies of the Turbo are standard here: the dynamic engine mounts, Porsche's brake-based torque-vectoring system, huge yellow ceramic brakes, central-locking "RS Spyder" wheels and the Sport Chrono package, which also nets you launch control.

Porsche has included a beefed-up version of the ultra-quick PDK dual-clutch transmission with new, proper shift paddles to handle all this power. Acceleration figures from PDK-equipped models have proven to be superior to those achieved with a traditional manual gearbox. In Germany, logic usually wins. In sport mode, the chassis is stiffened by way of the active suspension, the PDK shifts later and more rapidly, and the stability-control system intervenes later and throttle response is quickened.

This Turbo S is finished in Macadamia Metallic with a special unique black and blue leather interior.

Howard Yefsky

Lincolnshire, IL

2016 Porsche Boxster Spyder

Roadster

Porsche 70th Anniversary **PA 196**

Bob and Marilyn Amano

South Lyon, MI

2017 Porsche Macan GTS

SUV

Porsche 70th Anniversary **PA 191**

Porsche announced the Project Type 95B in March 2011. The 'Macan' model name was decided in 2012 and confirmed when it was unveiled in 2013 at the Los Angeles Auto Show. It is a five-door luxury crossover SUV produced by Porsche since 2014. It is built in Leipzig, Germany alongside the Panamera and the Cayenne models. Currently Porsche's SUVs comprised 62 percent of the U.S. sales for the brand.

Macan models arrived at U.S. dealerships in late spring 2014 as 2015 models. The Macan compact crossover SUV offers a slightly smaller body than the Cayenne midsize crossover SUV. The Macan is also intended to be sportier than the Cayenne; for instance, it has a standard 7-speed dual-clutch PDK gearbox which is more responsive, while the Cayenne has an 8-speed Tiptronic transmission for smoother shifts and for increased towing capability.

The Macan GTS as presented here was announced in October 2015 at the Tokyo Motor Show to fill the gap between the Macan S and Turbo. The GTS model went on sale at Porsche dealers in early 2016. This Sapphire Blue Metallic model was special ordered, and delivered in May 2016.

The GTS motor is a 3.0-litre twin-turbo, 24 valve V6 that produces 355 horsepower. It will do 0-60 miles per hour in 4.4 seconds and can achieve a top speed of 159 miles per hour.

Susan and Dennis Denyer

Lake Orion, MI

1964 Porsche 356 SC

Coupe by Karmann

Porsche 70th Anniversary **PA 143**

The 356 C and SC Coupes were the final variant of the 356. They are truly refined and elegant Porsches. The SC was the performance version of the 356 for 1964. This example was built by the coachbuilder, Karmann, since the Porsche factory was retooling for the next generation new model 911 to be introduced in 1965.
After a production run of 16,668 units, the C and SC were finally discontinued to make way for the new six cylinder 911 series. Time and again, the 356 was praised for their quality of finish, panel fit, engineering integrity and road handling capabilities.
This example, in Champaign Yellow, was originally delivered in June of 1964 in the San Francisco Bay area, where it remained for 20 years. Its three owners were fastidious in their maintenance regimen, often adjusting the valves and changing the oil each month. Complete log books of all maintenance were kept and transferred to subsequent owners. After racking up over 100,000 miles, this car made its way to the East Coast where it remained in a Connecticut collection until acquired by its present owners in 1997. This Porsche went through a thorough bare metal restoration over the 1997/1998 winter by several prominent 356 restoration specialists. Its present owners enjoy driving it to various enthusiast events.

Joseph Jakubus

Riverview, MI

1969 Porsche 911E

by Porsche

Porsche 70th Anniversary **PA 310**

Porsche's 911E model of 1969-1973 essentially replaced the short-lived 911L (Luxus). The 911E was designed to be the more comfortable, more drivable model of the 911 - fitting between the tamer 911T (Touring) and the high-performance type 911S (Super).

The 911E's designation derives from the German word for injection (einspritzung). The mechanical fuel injection "MFI" system used on the 911E (and 911S) was jointly-developed by Bosch and Porsche. It is similar to the injection system used on the Carrera 6 of 1966. In addition, to more precise control of the fuel-air mixture and equality of distribution among the cylinders (compared to carburetors), the MFI contributed toward meeting the nascent emissions control regulations of the time. The 1969 E and the 911S also featured a new high-voltage capacitor ignition system that addressed the spark plug fouling problems experienced in the earlier 911s.

Intended as a luxury model, the 911E with 158 horsepower came standard (in most markets) with the "comfort" package of features including ventilated brake discs with aluminum calipers, velour carpeting, a leather-covered steering wheel and gold-colored script on the deck lid.

This fine example is one of the 954 bodies built entirely by Porsche in 1969.

Jim Kutill

Chicago, IL

1974 Porsche 914

Torga by Karmann

Porsche 70th Anniversary **PA 181**

The Porsche 914 was the entry level replacement for the 912, produced from 1970 to 1976. A joint venture with Volkswagen, the 914 was often looked down on by “true” Porsche owners for many years as not a “real” Porsche. Recently the 914 has been discovered as a fun, simple, quirky car, and values have jumped. Unfortunately, Porsche didn’t start using galvanized steel until the 1976 911, so today it is estimated that at best ten percent still exist.

This car was purchased in November, 1979 by the current owner and his wife using a big part of their wedding gift money. The original owner used it as a daily commuter car for five years, and it never saw a garage. When acquired, it was quite rusty and the paint had faded to white. A paint and bodywork restoration was undertaken and eventually completed in 1983. About 15 years ago, the owners began to enter the car in local Chicago Region Porsche Club Concours events.

The owner stated that “over the last ten years my sons and I have steadily worked on the car, resulting in us winning our class at the national Porsche Parade in 2013 and 2016. We can’t say it’s ever had a famous owner, won an historic race, or anything like that. It’s been a member of our family the whole time. For ten years it was my mother’s first grandchild. We enjoy our 914 every chance we get.”

Rare Wheels Collection

Windermere, FL

1937 Bugatti T57S

Coupe

Bugatti **BG 151**

Etorre Bugatti began manufacturing cars in Germany in 1909. He was from an Italian family of artists and considered himself a builder as well as an artist. Etorre's father was a noted Art Nouveau artist, designing beautiful furniture and jewelry. The company had much success in motor racing and a Bugatti won the inaugural Monaco Grand Prix in 1929. In addition to automobiles, Bugatti also experimented with airplanes and rail cars.

The model designation of S refers to Surbaisse, the French word for "lowered." This refers to the all-new suspension design which results in a much lower center of gravity. A key part of the suspension system was the newly designed shock absorbers.

A dry sump oiling system allowed the powerplant to be lowered, furthering the extreme low-slung body. To accommodate the low height, the axle is passed through the rear frame.

This car was delivered in May, 1937 in Noir, France to Dr. Andre Chauvenet. He was a child prodigy who completed his baccalaureate at the age of 15 and served in World War I for the French Army. He then attended medical school in Bordeaux and became a surgeon specializing in internal medicine.

Only 43 T57S's were produced. The company lasted until 1952 and has recently been resurrected.

Windermere, FL

1955 Mercedes 300SL

Gullwing

Mercedes Benz 300 - 300SL

MZ

Windermere, FL

1957 Mercedes 300SL

Roadster

Mercedes Benz 300 - 300SL

MZ

Cincinatti, OH

1939 LaSalle

Convertible Coupe

American Classic Open G

Ken Godsey and Phil Godsey

Arvada, CO

1967 Mercury Comet

Flip Top Funny Car

Drag Racing **DR 344**

Nick Coleman

Cordova, TN

1968 Ford Torino

Flip Top Funny Car by Logghe

Drag Racing **DR 228**

Paul Tall Paul Brown

Algonquin, IL

1967 Chevrolet Corvair

Flip Top Funny Car by Logghe Stage 2 Chassis

Drag Racing **DR 179**

Jim Matuszak

Caro, MI

1973 Dodge Demon

Flip Top Funny Car

Drag Racing **DR 197**

Flip Top Funny Cars had reached a new height of sophistication with regards to overall chassis design and safety when the Ramchargers debuted their ultra light Logghe chassis Dodge Demon Funny Car.
The Ramchargers, a club of noted Dodge Engineers, had successfully campaigned numerous competitive funny cars for almost a decade when they ordered this chassis from the Logghe Brothers shop in Fraser, Michigan. It had many new features with regards to front end suspension, steering, roll cage design and safety issues that addressed the driver.
This car was campaigned by Clare Sanders during its height of success. The Ramchargers and Clare Sanders experienced many victories with the Demon, and it was the first Flip Top Funny Car to exceed 230 miles per hour, which in 1973 was an incredible accomplishment. This along with 6.3 second elapsed times in the quarter mile made this Funny Car one of the most competitive cars of the 1973 racing season.
The body and chassis have been completely restored and are the original components to the Demon. The Ramchargers Demon represents a window into the past of the state of Funny Cars in 1973.

Ken Bigham

Gettysburg, PA

1970 Chevrolet Camaro

Flip Top Funny Car

Drag Racing **DR 352**

The start of the 1972 Flip Top Funny Car racing season witnessed the departure of factory racing team efforts. They were replaced by young up and coming racers that were eager to compete on a National level.
In 1972 Gervase and Johnny O'Neal built the King Rat utilizing a Logghe chassis. They campaigned the King Rat into 1977 with measured success. It was one of the few Camaro funny cars that utilized a 427 cubic inch Chevrolet block, while many of their competitors had switched over to Chrysler Hemi power.
The King Rat spent most of its racing career on the West Coast in Southern California, then a hot bed of funny car racing. In that interim it managed a best elapsed time of 6.72 seconds, that for a nitro burning Chevrolet powered mini Camaro body, was truly unique.
The King Rat was purchased by Ken and Ray Bigham in the late 80's. A full restoration began in 2017. It is being debuted at this years Concours and is being seen in public for the first time.
The King Rat marks a time in nitro funny car racing when it was still affordable to the local enthusiasts that sought to go fast on a budget.

Dublin, GA

1971 Chevrolet Vega

Flip Top Funny Car

Drag Racing

DR

Gerald and Helen Szostak

Plymouth, MI

1910 Stanley Steamer 61

Toy Tonneau

Steam Car **ST 146**

There were three recognized sources for power in the early days of the automobile; gasoline, electricity and steam. Though steam took longer to produce "ready power", there were a number of companies that thought it was the best. The Stanley twins, Freelan and Francis, were early pioneers in steam technology. Less than 1,000 Stanley cars were produced during each production year. They made their first car in 1897, after selling their photographic business to Eastman Kodak.

Stanley automobiles featured light wooden bodies mounted on a tubular steel frame. Steam was generated by a boiler mounted underneath the seat. Despite safety concerns raised by the obvious, these cars were actually quite safe. Eventually the boiler was moved to the front of the car.

In 1906, a Stanley Steamer set the world record for the fastest mile ever in automobile – 28.2 seconds.

This prime example of a Stanley Steamer has a two cylinder engine that produces ten horsepower. Water usage is about one gallon per mile, and it has a 28 gallon tank located under the front seat.

Sadly, in 1918 after Francis Stanley's accidental death, Freelan Stanley sold his interests. By 1924, the Model T and widespread use of electric starters spelled the end for steam cars, and the factory closed.

Jim and Nancy Scharfeld

Avon Lake, OH

1930 Packard 745

Dual Cowl Phaeton

American Packard

AP 142

Rev. Ronald Roland

Chesterfield, MI

1952 Porsche America Roadster

Roadster by Glaser

Porsche 70th Anniversary **PA 233**

Lane Mally

Birmingham, MI

1955 Porsche 356 Speedster

Cabroit

Porsche 70th Anniversary **PA 150**

World War II took a heavy toll on industrial manufacturers all across Europe. Following the war, Porsche slowly rebuilt itself. They used readily available, and inexpensive, components from the Volkswagen Beetle that Dr. Ferdinand Porsche had designed before the war.

The 356 was Porsche's first production automobile and was introduced in 1948 by Ferdinand "Ferry" Porsche, son of founder Ferdinand. The 356 is a four-cylinder, air-cooled, rear-engine, rear-wheel drive car. As it evolved throughout the 1950s, fewer and fewer parts were shared between Volkswagen and Porsche. The 356 began production in Gmünd, Austria where 50 of the aluminum-bodies cars were built. But, in 1950 assembly was relocated to Zuffenhausen, Germany, where production of the now steel-bodied 356 continued until the end of its run.

By the early 1950's it had gained renown among enthusiasts on both sides of the Atlantic for its aerodynamics, superb handling and excellent quality. A class win at Le Mans in 1951 certainly helped elevate the Porsche marquee.

The Porsche 356 was so successful in competition that a new model, the "Speedster" was soon added. It was built in direct response to requests by American Porsche distributor Max Hoffman. He wanted a car that would sell better in the United States and would be inexpensive enough to compete with Triumphs and MG`s. The resulting car had only what was necessary: side curtains, a cut down windscreen, bucket seats and a rudimentary top. They sold well and were popular among racers and enthusiasts.

Don and Diane Meluzio

York, PA

1963 Porsche 901 Prototype

Coupe by Porsche

Porsche 70th Anniversary **PA 212**

This Porsche, #13327 and known as “Barbarossa” to the engineers, is the only survivor of the 13 pre-production prototypes built. It is the oldest known existing 911 Porsche.

As a prototype, this car exhibits noteworthy differences from the later production cars. Its manual sunroof slides forward to open, in contrast to the electrically-operated, rearward-opening roof that went into production. Instruments are housed in two pods, rather than the usual large central tachometer and four flanking gauges which have always been a trademark of the production 911.

Porsche has always prided itself on cars that are “made by hand,” but nowhere is it more evident than on this prototype 911. The fuel tank is built up using more than 20 hand-formed steel panels, welded together to form a single fuel cell, and the interior window sills are handmade of balsa wood. The front trunk lid is counterbalanced by torsion bar springs, and the engine cover is held open by coil springs. The production version uses gas struts to hold the lids open.

This car was obviously the object of extensive experimentation. Hot air was ducted to the side window sills to keep the side glass free of condensation. Several different mutually exclusive heating and ventilation systems were installed, and when the experiments were finished, the abandoned openings were sealed by small aluminum plates.

After service as a prototype, Barbarossa was used as a road car by Richard Von Frankenberg, a close friend of Professor Porsche and Editor of the Porsche house magazine Christophorus.

Ann Arbor, MI

1980 Porsche 911 SC

Porsche 70th Anniversary

PA

Rick Riley

Grand Rapids, MI

2016 Porsche GT3 RS

Coupe by Porsche

Porsche 70th Anniversary

PA 304

Eitel Dahm

Eastpointe, MI

2018 Porsche GT2 RS

Coupe by Porsche

Porsche 70th Anniversary **PA 294**

The most powerful street-legal 911 ever built, the 2018 Porsche 911 GT2 RS delivers 700 horsepower and 553 lb-ft of torque from its 3.8-liter twin-turbo flat-six. Thanks to the new engine, the 911 GT2 RS hits 60 mile per hour in a Porsche-estimated 2.7 seconds. On the track, top speed is 211 miles per hour. Compared to the outgoing 2011 GT2 RS, the new model has an 80 horsepower and 37 lb-ft advantage.

The rear-drive 911 GT2 RS features larger air intakes, a large rear wing, ceramic composite brakes, rear axle steering and 265/35 ZR 20 tires up front with 325/30 ZR 21 rear tires. It also features Carbon Fiber reinforced plastics on the front fenders, wheel housing vents, rear quarter panel air intakes, and other areas.
This GT2 RS has the $31,000 Weissach package that shaves off an additional 40 pounds, featuring magnesium wheels, a carbon fiber roof and anti-roll bars along with a light-weight titanium exhaust system to keep the car's weight to a svelte 3,241 pounds.
Red Alcantara black leather full bucket seats with carbon fiber reinforced backrests and carbon fiber accents fill the cabin.
Treading the line between track machine and street prowler, the new GT2 RS is a surefire winner amongst 911 enthusiasts. It does everything you'd expect, minus the frills and distractions. Not only is it capable of obliterating lap times, but the fact you can drive it to and from the track makes it even more than just a toy.

David Peterson

Beverly Hills, MI

2017 Porsche Cayman

Porsche 70th Anniversary

PA 219

The Porsche Cayman is a rear mid-engined, rear wheel drive 2-seat sports car produced by Porsche AG of Germany. First launched in the 2006 model year, the Cayman is a coupé derived from Porsche's Boxster roadster.

The model name was changed in 2016 to the 718, a nod to Porsche's racing heritage that won the Targa Florio race in 1959 and 1960. Because the 718 series had lost two cylinders, going from a naturally aspirated six to a turbocharged four cylinder, the name is meant to evoke the historic racing series that was won by a lightweight car that outmaneuvered the powerful big engine cars.

The core of its performance capability is the boxer engine affording low center of gravity, positioned 12 inches behind the driver for near-perfect weight distribution. This provides extraordinarily dynamic cornering and outstanding braking capabilities.

The Porsche 718 features a new horizontally-opposed flat-4 turbocharged 2.0 liter engine that produces 300 horsepower and increased low end torque. It is mated to a seven-speed PDK dual-clutch transmission.

Impressive performance figures include 0 – 60 miles per hour in 4.7 seconds and a top speed of 170 miles per hour.

The 718 Cayman is ready to travel with a roomy interior, the latest electronic convenience and safety gear, two generous luggage compartments, and the responsiveness and handling that make driving a truly fun experience. This 718 is finished in Agate Grey Metallic with a black leather interior.

Indianapolis, IN

1936 A.C. 16-60

Coupe

European Classic

J

Bill Kulenkamp

Chelsea, MI

1971 Ford Torino

Brougham 2 Door by Ford

Muscle Cars **N 157**

By 1971, the writing was on the wall for the Muscle Car world. Higher emissions standards and tighter insurance regulations for young men wanting high horsepower cars was literally killing the market.
If one was still on board in ’71 to buy a high performance Ford, chances are they opted for a Mustang. There were however, a few other cars available that could be equipped to perform, including the Torino and its Mercury sister, the Cyclone. With engine offerings up to the 429 cubic inches, one could check the right boxes to create something that nobody would ever think was a performance car.
This particular Ford Torino is a Brougham model. The Brougham was the top of the line trim wise with the black Broadcloth and vinyl interior, a wood-grain dash and door trim and a variety of other options.
What makes this car so unusual is that under the hood is the 429 cubic inch Ram Air injected V8 engine with 370 horsepower, backed by a close ratio 4-speed manual transmission. It also features power steering and brakes, an AM radio and the heavy duty suspension. It is one of just two Torino Broughams built in ’71 with the J-code 429 CJ, 4-speed drive-train.
This car is an unrestored survivor with a mere 41,000 miles on the odometer. The current owner has preserved and enjoyed the car since 1991.

Carl Rychlik

Monroe, CT

1970 Buick Gran Sport

2 Door

Muscle Cars **N 195**

Much like its brother the Oldsmobile 442, the Buick Skylark G.S. is not always the first car thought of from the muscle car era. Evolving from the original small car/big engine formula started by the GTO, it is the Chevelle that usually steals the spotlight.

Just as Oldsmobile responded to the GTO in 1964, Buick would jump in for the 1965 model year. Using the intermediate Skylark platform, the G.S. was born. Initially, that meant taking the 400 cubic inch engine along with Police and heavy duty equipment and offering all the things that would appeal to the hungry youth market.

In 1970 the A-Body platform for all General Motors offerings would receive a major facelift. A sleeker flowing body would make the car one of the most popular, and with a standard 455 cubic inch engine rated at 350 horsepower, it had enough to grab plenty of attention.

In 1970 General Motors lifted the ban on engines greater than 400 cubic inches in mid size models. Buick quickly jumped in with the 455 engine as the standard offering in the Gran Sport line. This prime example went one step further with the optional Stage 1 package, adding even more performance enhancements. It is one of 15 Stage 1's built in '70 painted in Desert Gold. It was found in deplorable condition, but was returned to its original glory with most of the restoration completed by the owner.

Kurt R. Machacek

Farmington Hills, MI

1959 Chevrolet Impala

Convertible by General Motors

American Post War

M1 327

Patrick J. Biase

Midlothian, VA

1969 Oldsmobile Hurst/Olds

Muscle Cars

N 170

What you are looking at is certainly not your Father's Oldsmobile. Working directly with Hurst Performance, Oldsmobile knew that to get a second look they needed to step things up a bit. With their first joint effort in 1968 producing a mere 505 Peruvian Silver and Black special editions, it was time to go to another level.

With a corporate ban stating that intermediates were not to offer engines larger than 400 cubic inches, Oldsmobile managed to get around the limit by implying that the 455 cubic inch engines were installed by Hurst. Fact is, the special drive train actually was installed at the factory. The cars were then taken from the assembly line in Lansing, Michigan to Demmer Engineering. Here a number of unique Hurst components were added. This included the special Firefrost Gold accent paint with hand-applied pinstripes, real walnut dash trim, H/O emblems, the famous Dual Gate shifter with a mini-console and the wild mail-box style functional hood scoop. A rear deck spoiler and chrome 15 x 7" SSII wheels shod in fat Goodyear F60 x 15" Polyglas tires put the icing on the cake.

With the 380 horsepower V8 under that scooped hood, there was no doubt that these cars were meant to not only show, but also go. It is believed that just 913 1969 Hurst/Olds were produced.

This is the first public showing for this prime example after undergoing an extensive restoration returning it to its original glory.

Mark Clayton

Castle Rock, CO

1937 Cord Westchester 810

Cord

C 321

Errett Lobban Cord was part promoter, part visionary. His ultimate creations were the Cord L-29 and 810/812. Cord was a salesman and business tycoon, who was drawn to the car-making business because of its money-making possibilities.

In 1924, when he was just 30 years of age, Cord took over the day-to-day operations of the Auburn brand. Rather than focus on the conservative design of the day, Cord focused on cosmetics, and Auburn almost overnight was transformed into the manufacturer of some of the best-looking automobiles on the road.

The 810/812 series succeeded the L-29 Cord, continuing Cord's penchant for blending stunning styling with engineering wonders, all at affordable prices. Cord chief stylist Gordon M. Buehrig penned the design, using cues from styles rejected by Harley Earl, his former General Motors styling boss. This includes the “coffin” nose, retractable headlights and pontoon-style front fenders.

Additional new ideas included hidden door hinges, front-wheel drive, a hidden fuel filler door, variable-speed windshield wipers and a rear-hinged hood as opposed to the then regular side-opening type. Nearly all of these features are commonly found today, but were first started with Cord.

Contemplated as a “Baby Duesenberg” yet made for only 1936 and 1937 model years, E. L. Cord's 810/812 series has been a collector favorite for many years.

Lane Motor Museum

Nashville, TN

1967 Gyro-X

2 Door by Troutman and Barnes

Special Display

SD 161

Rick Grant

Moraine, OH

1959 Porsche RSK 718

Porsche Werks

PR 154

Princeton, NJ

1958 Mercedes Benz 300SL

Roadster

Mercedes 300SL

MZ

Bob Lindsten

Elkhorn, WI

1956 Ford Thunderbird

Roadster

American Post War **M1 214**

The first generation Ford Thunderbirds, often referred to as “Early Birds” are among the most recognized American automobiles ever produced. With a three year run from 1955-1957, they are among the most sought after and desired cars ever produced by the Ford Motor Company.

Introduced in late 1954 as a ’55 model in direct response to Chevrolet’s Corvette and the many European sports cars that were becoming so popular, it took on a decidedly foreign appearance. Taking a slightly different approach, Ford decided to lean more toward luxury and style, certainly making a bold statement.

1956 marks several notable features for the first generation T-birds. Among them was the classic Continental kit mounted on the rear bumper, (a 1956 exclusive) and the Porthole hardtop. What many don’t know is that the porthole was actually implemented as an aid to overcome the blind-spot created when the top was installed.

This beautiful Raven Black early ‘Bird features the original 312 cubic inch Y-block V8 engine mated to a rare 3-speed column shifter manual transmission with the overdrive option. It has been fully restored, returning it to its as delivered condition.

Additional features include the Town and Country radio and a white canvas convertible top. The current owner purchased this car from the original owners’ estate about ten years ago. It has earned numerous national level awards including the AACA Senior Grand National award.

Joseph E. Pray and Joe E. Pray

Charlotte, MI

1907 Dolson H

Touring Car

Gas Light **A 160**

The Dolson family was a successful wagon builder in Charlotte, Michigan in the late 19th century. The company built its first car in 1902 and began full production in 1904. The cars were highly regarded for their fine mechanical features. They were also known for their early adoption of galvanized steel and copper sheet panels over wood frameworks for the bodywork. Sadly, Dolson closed its doors in 1908 with an estimated production of just 700-800 cars.

This Dolson Model H Touring Car is the only known surviving example, and one of the last automobiles produced by the company. It features a 55-60 horsepower L-head four cylinder engine built by the Milwaukee Motor Company. Its dark green finish is an original color.

This car was one of the lucky ones saved from the scrap pile. It was moved from museum to museum before it was discovered by a group of auto enthusiasts from Charlotte. It then disappeared for a while before being shown at the Concours d'Elegance of America RM Auction in 2012. The Dolson now resides just two blocks from the original factory where it was built, carefully and lovingly preserved.

Robert McKeown

Perryopolis, PA

1903 Packard F

Gas Light **A 300**

The Ohio Automobile Company was founded by brothers James Ward and William Doug Packard in Warren, Ohio. It is said that James believed that they could build a better horseless carriage than the Winton, and he had many ideas on how to improve the designs. The company would start production in 1899, and would soon be introducing numerous innovations including the steering wheel, which replaced the tiller steering that was the standard of the era.
Packard would concentrate their efforts on upscale cars with prices starting at $2,600, a lofty amount at the time. Packard would develop a loyal following, not only in the United States, but also abroad with many heads of states and dignitaries among their customers. In 1902, the need for additional capital was met by a wealthy gentleman named Henry Joy. Impressed with the reliability of the cars, he enlisted a group of investors to finance company expansion, which led to a move to Detroit, Michigan.
By 1903, Packard was well established and on its way to becoming a true icon of American automobile quality and perfection. The Detroit plant, designed by Albert Kahn would open in 1903. That same year Tom Fetch and Marius Krarup would drive an already aging single cylinder Packard Model F from San Francisco to New York in 61 days.
This 1903 Model F Rear Entrance Tonneau is a prime example of an early single cylinder Packard. “Ask The Man Who Owns One.”

Timothy J. Wiggins

Aurora, IL

1904 Ford Model A

Runabout

Gas Light **A 223**

Back in the day, Ford advertised the Model A as the "most reliable machine in the world". Truth is, early Model A's suffered from numerous issues that were actually quite common to vehicles of the era. Contrary to popular belief, the Model A was actually sold only in red by the factory, though some would later be repainted in a variety of other colors.

The 1904 Model A's were equipped with an improved larger engine that produces 10 horsepower. It has an engine and chassis that came from the Dodge Brothers with a body from Wilson Carriage. It is believed that about 1,800 cars were produced from 1903 through 1904 during Ford's occupancy of its first facility, which was the Ford Mack Avenue Plant in Detroit, Michigan. This was a very modest rented wood-frame building on Detroit's East Side. The Model A would eventually be replaced by the Ford Model C later in 1904, with some sales overlap.

Designed by Henry Ford, this car traces its history back to California in the 1950's. It would first be restored in the 60's. It earned an AACA National First award in 1967. Since that time, it has been rarely shown and has seen minimal use. The current owner had a mechanical and cosmetic refresh performed recently in preparation for the upcoming London to Brighton Run later this year.

John Tolle

Columbus, OH

1975 Jaguar XJ6C

Coupe

European Post War **Q 153**

The XJ series were luxury sedans launched in 1968. These cars were styled under the direction of Jaguar founder Sir William Lyons with engineering by William Heynes.

Series I was launched in September, 1968 and replaced most of Jaguar's existing sedans. Series 2 production began in 1973; Series 3 in 1992. Further refinements created the XJ40 in 1986; the X300 in 1994, the X308 in 1997, X358 in 2007 and the X351 that continues today.

The car you see is an uncommon 2-door hardtop coupe, one of about 6,500 units produced during three years of production. It features a pillar-less hardtop that was first shown at the London Motor Show in October 1973. It features the 4.2 liter straight-six engine from the E-Type.

Jaguar, based in Coventry, England, has a long history of making sporting cars including the famous XK-120 and curvaceous "XKE". In addition to sporting cars, they've offered a line of upscale sedans, coupes, and cabriolets, as Jaguar and also luxurious models under the Daimler name. Ford Motor Company purchased Jaguar in 1990, followed by Land Rover in 2000, selling them in 2007. Both were sold to India-based Tata Motors, and today they operate as a single entity known as Jaguar Land Rover.

Presented in its original Regency Red with Biscuit Connolly leather interior, it spent 36 years of its life in the dry climate of Colorado. It is unrestored, a true preservation-class original with a Heritage Certificate from the manufacturer.

Myron and Kim Vernis

Akron, OH

1974 NSU R080

Sedan by NSU

European Post War **Q 254**

NSU Motorenwerke AG, or NSU, was a West German manufacturer of automobiles, motorcycles and pedal cycles, founded in 1873. Acquired by the Volkswagen Group in 1969, VW merged NSU with Auto Union, creating Audi NSU Auto Union AG, and ultimately Audi. The name NSU originated as an abbreviation of "Neckarsulm", the city where NSU was located. NSU is remembered today as the first licensee and one of only four automobile companies to produce cars with rotary Wankel engines.

Dr. T. Garnett

Indianapolis, IN

1967 Bristol 409

Coupe

European Post War

Q 168

Though not widely known in the United States, Bristol is legendary among those who appreciate their combination of build quality, exclusivity, reliability, and performance. Before building cars, Bristol built airplanes, many of which served the United Kingdom well during World War II. After the war, Bristol built a reputation for producing hand-made automobiles that were unique and distinguished but also elegant and understated.

Introduced in 1965 and produced through 1967, the Bristol 409 cost a formidable $11,265 in 1967. That princely sum bought a 5.2 liter Chrysler 318 cubic inch V8 engine, 3 speed push-button Torqueflite automatic transmission, as well as optional ZF power steering and four-wheel Girling disc brakes. This example is the final of 79 409s built.

With a top speed of over 125 miles per hour, the Bristol was a credible alternative to Aston Martin, Bentley and Jaguar. The 409 has a hand-formed aluminum body and a pair of access panels in front of the doors. The right side houses the battery and brake servo and the left side houses the spare tire.

This example was purchased from the estate of the original importer, who had worked in London for many years. The car has been subject to a full mechanical and bodywork restoration over the past 3 years.

These cars are very rare in the U.S. and represent a truly hand-built and old world 'gentleman's express'. This is likely the only running restored Bristol 409 in the country.

Ronan McGrath

Toronto, ONT

2018 Porsche Panamera

Sport Turismo

Porsche 70th Anniversary **PA 156**

Brian Durand

Tecumseh, ONT

1970 Nissan Skyline GT - KAI

Coupe

Modern Collectibles **MD 217**

The Hakosuka Skyline is one of the most sought after Japanese Domestic Market automobiles in the collector car world. Although the Skyline, and particularly the racing-derived GT-R variant, has only recently exploded into the consciousness of American and European collectors, the cars have always been deeply revered in Japan.
The Skyline story dates back to 1957 when Prince Motor Company introduced what was for postwar Japan a large and luxurious car with obviously American influenced styling. With about 60 horsepower, it was far from sporting and it was not until 1964 when the car gained serious sporting credibility.
In 1966 Prince Motor Company merged with Nissan to produce the next generation Skyline which was already in development. It was badged as a Nissan when it appeared in 1968.
Available with a variety of pedestrian power-plants, the most exotic variant was the GT-R version which was powered by the S20 engine. A dual overhead cam unit with 4 valves per cylinder and displacing 1989cc, the S20 was a sophisticated engine that made 160 horsepower at 7,000 RPM; remarkable output for a road car in the late 1960s.
Available initially as a sedan and later as a pillar-less coupe, the cars were very successful as race cars and set the stage for its briefly-lived successor the Kenmeri GT-R. Sixteen years later, we would see the rebirth of the GT-R badge in 1989 with the R32 generation Skyline.

Raymond Chan

South Lyon, MI

1994 Toyota Supra Turbo

Hatchback

Modern Collectibles **MD 222**

Toyota is a multinational automotive manufacturer headquartered in Toyota, Aichi, Japan, founded by Kiichiro Toyoda in the 1930s. It created its first engine in 1934, and first passenger car in 1936, the Toyota AA. Toyota has five brands: Toyota, Hino, Lexus, Ranz, and Daihatsu. It also owns parts of Subaru and Isuzu as well as joint ventures around the globe.

The Toyota [Celica] Supra is a sports car/grand tourer produced by Toyota Motor Corporation from 1978 to 2002. Its styling is derivative of a Celica, but is both longer and wider. In mid-1986, the Supra became a separate model from the Celica. The prefix Celica was dropped, retaining just the name Supra.

The Supra is a descendant of the 2000GT with the main carry-forward the M engine, a 3.0 liter inline 6. Four generations of the Supra were produced, known as A40 (1978-81); A60 (1981-86); A70 (1986-1993) and A80 (1993-2002).

The Supra appeared in numerous video games, movies, music videos and TV shows including the Gran Turismo, Forza Motorsport, Sega GT, Need for Speed and Forza Horizon video games and The Fast and the Furious film series. This media exposure translated to popularity with a younger generation prone to tuning.

This particular Supra is an original A80 in unrestored condition and it has not been modified—a very rare car indeed when so many Supra owners followed the leads of gaming and movies to modify their cars. This model features the factory option twin turbos and a 6-speed manual gearbox.

Bob Becker

Mt. Forest, ONT

1932 Chrysler Imperial CL

Convertible Sedan by LeBaron

American Classic Open **G 159**

Attica, MI

1985 de Tomaso Pantera GT-S

Modern Collectibles **MD**

John R. and Lynn K. Cote

Guilford, CT

1956 Chrysler New Yorker

Convertible by Chrysler

American Post War **M1 158**

Chrysler’s long-running New Yorker debuted for 1940 following a one-year run of a "New York Special" trim level. It helped define Chrysler as a maker of upscale models above mainstream but below full luxury, competing primarily against Buick, Oldsmobile and Mercury. For several years, this was the brand's flagship model.

The fourth-generation New Yorkers arrived for 1955 with new styling inspired by Virgil Exner's custom 1952 Imperial Parade Phaeton. It is powered by a 250-horsepower 354 cubic inch (5.8L) hemi-head V-8 engine with a three-speed Powerflite automatic transmission controlled by a lever on the instrument panel. Base model was the New Yorker DeLuxe, while the club coupe was replaced by a Newport two-door hardtop, and a new, higher priced St.Regis two-door hardtop filled the slot of the former Newport.

The following year’s Exner "PowerStyle" restyle gave the swept-finned New Yorker a new mesh grille, leather seats, Chrysler’s first push-button transmission selector and 20 more horses from its 354-cubic inch Hemi V8. A Benrus “Chryslermatic” steering wheel watch wound itself as the wheel was turned, and one novel (and ultimately impractical) option was the “Highway Hi-Fi” 16 2/3-rpm under-dash record player.

A New Yorker four-door pillarless hardtop debuted for 1956, while the St.Regis two-door hardtop offered a three-tone paint job. The Town and Country Wagon was Chrysler's priciest vehicle at $4,523, and just 921 New Yorker convertibles were built. This fine example is one of 25 currently known to exist.

Jim and Kathy Huizenga

Grand Rapids, MI

1967 Porsche 911

Coupe by Kamann

Porsche Werks **PR 227**

This 1967 Porsche 911 is one of just a handful of special purpose cars that were factory built for the United States Trans American Race Series. It was delivered with all of the then necessary equipment for racing. This includes a roll bar, 100 liter fuel tank, limited slip differential transmission with special gearing, weight saving options including undercoat delete, carpet delete, and most importantly a special motor with factory modifications and many unique performance components.

In 1967, Mr. Erhard Dahm, the owner of the Detroit based Porsche dealership and notable Michigan Porsche racer, ordered this special purpose 911 as his personal race car. It was raced in the Trans-Am Series that fall with co-driver Mr. Bernd Leckow, who eventually became the second owner.

It finished as high as 2nd in class in Race #10 at Riverside Raceway. It was raced by a third owner in the 1969 Trans-Am Series and then stored in a remarkably complete state for almost 40 years.

Re-discovered in 2011, this 911 underwent a sympathetic two year restoration to race ready condition. As it sits today, this car has all of its original equipment including its factory engine, transmission, and all of the Rallye Kit associated components. It also retains some of its early race modifications including original magnesium racing wheels, through the hood fuel filler, and period rear wheel flares.

Beverly Hills, CA

Porsche 911

Porsche Werks

PR

Beverly Hills, CA

Porsche 910

Porsche Werks

PR

Mart and Judi Spalding

Northbrook, IL

1934 Buick 66C

Convertible Coupe by Fisher

American Popular **E 171**

Buick, formerly known as the Buick Motor Division of General Motors, has the distinction of being the oldest active American marquee of automobiles. The company was established in 1908, before the formation of General Motors. Buick also has the distinction of being the first production car with an overhead valve engine.
In 1934, Buick offered several separate lines of cars. This was initially the 90 series, the 60 series and the 50 series. This car is a model 66C convertible coupe with a rumble seat. This is one of only 245 Model 66C's produced, and one of nine currently known to exist.

This Model 66C has the original 278 cubic inch Straight 8 engine backed by a three speed manual transmission. It also features numerous factory options including dual side mount spares and chrome wire wheels, both significantly rare features on 1934 Buicks.

The wheelbase measures 128 inches and the Straight Eight engine produces 100 horsepower. The original cost of this car was $1611.00.

The gorgeous finish is known as Freedom Blue, an authentic 1934 Buick color that truly complements the spectacular 1930's streamline styling. A complete restoration of this car was completed in 2013 returning it to its as delivered beauty.

Ron and Betsy Thomas

Zanesville, OH

1929 Pontiac "Big Six"

Cabriolet by Body By Fisher

American Popular **E 162**

Pontiac harkens back to 1893, when Edward M. Murphy established the Pontiac Buggy Company in Pontiac, Michigan. They would produce fine horse drawn carriages up until 1906. Soon after, it became clear that the sale of motor cars was quickly surpassing carriages and change was in the air. The Oakland Motor Car Company, incorporated in 1907 would be the offshoot of the Pontiac Buggy Company. It is said that Murphy chose the name Oakland, as cross town rival Pontiac had already secured the name of Pontiac Spring and Wagon works.

In 1909, Murphy sold a 50% stake of the Oakland Motor Car Company to William Durant. This would become a charter member of Durant's newly formed General Motors empire.

Pontiac automobiles were introduced in 1926, originally as a companion car to the Oakland. By 1931, Pontiacs were outselling Oaklands and the Oakland would be discontinued by 1932.

The new "Big Six" engine was introduced in 1929. It features a split "L" head design with the distributor mounted in the center. A Marvel updraft carburetor feeds fuel to the engine, which displaces 200 cubic inches and produces 60 horsepower.

This 1929 Pontiac Cabriolet features a convertible top and a rumble seat. The Sante Fe beige body with brown fenders and custom red striping make for a truly striking appearance. The brown mohair interior sets the tone for leisurely top down motoring.

Keith E. Crain

Detroit, MI

1939 Bugatti T57C

Stelvio by Gangloff

Bugatti **BG 167**

Certainly among the most prestigious and desired classic cars ever built, the Bugatti Type 57C is both beautiful and exceptionally fast. The Type 57 Bugatti was introduced in 1934. This marked Ettore Bugatti’s son Jean Bugatti's emergence as Bugatti's leader and creative force for design.

The Type 57 was the first new model built under Jeans direction and it introduced many significant features that were new to Bugatti. This includes the dual overhead camshaft 3.25 litre eight-cylinder supercharged engine that produces 160 horsepower. The crankshaft ran in five main bearings while the camshafts were driven by a train of helical-tooth gears at the engine's rear with a further crankshaft bearing behind them. Finger cam followers minimized side thrust on the valve stems. These were exceptional features for a car of this era.

There were three chassis variants offered, with four body styles. They were named for the Alpine Mountain Peaks; Velvfoux, Galiver, Atalante and Stelvio. This represents the Stelvio body by coachbuilder Gangloff.

Several of the Type 57’s were built specifically for racing, with one taking the victory at the 1936 French Grand Prix. This prime example of the Bugatti Type 57C was the next to the last built before occupation by the German Nazi’s curtailed production.

Mark and Catharine Turner

Wixom, MI

1912 Stanley 63

Toy Tonneau

Steam Cars

ST 165

From 1906 through 1917, Stanley produced what is commonly referred to as the “coffin nose Stanley.” What you are looking at is a 1912 Stanley Model 63 Toy Tonneau. The original owner was Frank Atwood of Hartford, Connecticut.
The Model 63 was the most popular model in 1912 of the 9 different models offered. The model 63 has a 10 horsepower, 2- cylinder engine that allows it to cruise effortlessly at 40 miles per hour with a range of approximately 30 miles. It has no transmission, as it utilizes direct drive. The original price was $1,175, which was quite pricey, as a Model T could be purchased for about $500 at the time.
This prime example originally ran with a Hexane, (Coleman fuel) pilot light and a kerosene main burner. It now runs with a propane pilot with a 50/50 mixture of gasoline and diesel fuel, which is far more reliable and of course, much easier to find.
It is believed that a total of 567 Stanley automobiles were built in 1912, with 219 Model 63’s produced from 1910-1912. In 1912, Cadillac introduced the electric starter for the internal combustion engine cars, which quickly led to the demise of the steam cars, which were previously the most popular types of cars.
This beautifully restored Stanley fondly reminds us of the time that brought us idioms like “firing up the car”, “running out of steam” and “blowing off steam.”

Mark Turner

Highton, Vic

1903 Stanley Stick Seat Runabout

Stick Seat Runabout

Steam Cars **ST 174**

There were three recognized sources for power in the early days of the automobile; gasoline, electricity and steam. Though steam took longer to produce "ready power", there were a number of companies that thought it was the best.

The Stanley twins, Freelan and Francis, were early pioneers in steam technology. Less than 1,000 Stanley cars were produced during each production year. They made their first car in 1897, after selling their photographic business to Eastman Kodak.

Each Stanley features lightweight wooden bodies mounted on tubular steel frames. Steam was generated by a boiler mounted underneath the seat. Despite safety concerns raised by the obvious, these cars were actually quite safe. Eventually the boiler was moved to the front of the car.

This 1903 Stanley Steamer has a two cylinder engine that produces around five horsepower. The car takes approximately 30 minutes to generate enough steam to run the vehicle.

The top speed is about 40 miles per hour. This car can cruise easily at 20-25 miles per hour. It produces about one gallon of water per mile and interestingly enough has only 20 moving parts.

Sadly, by 1924 the Stanley factory closed as the Model T proved to be a much more popular and practical alternative.

John Yarema

Grosse Pointe Farms, MI

1919 Stanley 735A

Convertible

Steam Cars **ST 213**

In the early 1900's, steam was the dominant fuel source for automobiles. They were clean and quiet and had considerably longer range then the electric cars of the era. On the downside, they required 30 or more minutes to build up sufficient power to drive, making fast getaways highly unlikely.

The Stanley Motor Carriage Company began producing steam-powered automobiles in the late 1890's. After receiving orders for 200 cars, they would build just two before being sold to Locomobile. Locomobile would go on to produce steam cars under the Stanley patents from 1898-1904.

The famous Stanley Steamer was invented by Francis Edgar Stanley and manufactured by him along with his twin brother, Freelan Edgar Stanley. Initially, the Stanley brothers were violin makers and avid inventors who made a fortune with their patented dry photographic plates. The brothers both felt, however, that the so called "explosion motors" of the era were a passing fad and that steam was the best form of power generation and storage.

This 1919 Model 735A has a 20 horsepower boiler that features a condensing system that allows reuse of the exhausted steam. This allowed an extended range of up to 100 miles on a 25 gallon tank of water, much more than the usual 25 mile range of other steam automobiles. It is one of 499 built and it has a top speed of 60 miles per hour.

Team Joe and Hether

Milford, MI

1923 Stanley 740

5 Passenger Touring

Steam Cars **ST 202**

The famous Stanley Steamer was invented by Francis Edgar Stanley and manufactured by him along with his twin brother, Freelan Edgar Stanley. Initially, the Stanley brothers were violin makers and avid inventors who made a fortune with their patented dry photographic plates. The brothers, however, felt that the so called “explosion motors” of the era were a passing fad and that steam was the best form of power generation and storage.

This is a very notable Stanley 740 5 passenger Touring Car. It was the personal car for John Packard, one of the top restorers of Stanley components within the steam car community.

Built for touring and systematically refurbished mechanically, it successfully participated in both the 2008 Bennington, Vermont and 2010 Camden, Maine steam car tours. More recently, it participated in the 2017 Henry Ford Old Car Festival. Riding on a 130” wheelbase, it is powered by a 2-cylinder double acting Baker Burner engine that produces 20 horsepower through a 23” diameter boiler. The 32” by 4.5” tires give the car a stately look, while providing a smooth and luxurious ride.

The current owners of this Stanley Steam Car first saw it while vacationing in 2016. While attending the annual New England Auto Auction, it followed them home. They have been enjoying the car by sharing the legacy of the joy of driving this steam automobile.

Lemont, IL

1919 Stanley Sedan

Steam Cars

ST

Dallas, TX

1925 Stanley

Steam Cars

ST

Northport, MI

1910 Stanley

Steam Cars

ST

Charlotte, NC

1955 Mercedes Benz 300SL

Mercedes Benz 300 SL

MZ

Durham, NC

1955 Mercedes Benz 300SL

Mercedes Benz 300 SL

MZ

Raleigh, NC

1960 Mercedes Benz 300SL

Mercedes Benz 300 SL

MZ

The Woodlands, TX

1954 Mercedes Benz 300SL

Mercedes Benz 300 SL

MZ

Southlake, TX

1955 Mercedes Benz 300SL

Mercedes Benz 300 SL

MZ

Charlottesville, VA

1956 Mercedes Benz 300SL

Mercedes Benz 300 SL

MZ

June Platz

East Camden, NJ

1957 Mercedes Benz 300SL

Roadster by sinde/finger

Mercedes Benz 300 SL **MZ 311**

Mercedes-Benz is one of the world's most recognized names; a division of the German company Daimler AG. The brand is known for luxury vehicles, buses, and trucks. The name appeared in 1926 with the merger of the firms of Gottlieb Daimler and Karl Benz. Benz's 1886 Benz Patent-Motorwagen, is regarded as the first gasoline-powered automobile.
The Mercedes-Benz 300SL roadster was the second iteration of today's SL-Class. The coupe version, or gullwing, was introduced in 1954, the roadster in 1957. Based on a successful racecar, it was the brainchild of importer Max Hoffman. He suggested a modified model tailored to affluent performance enthusiasts in the booming post-war American market. A few factory "Rally Roadsters" were made for competition in 1957, and no originals have survived. This is an homage to this niche of Mercedes-Benz competition history.
The "300" refers to its 3.0 liter straight six cylinder engine, and "SL" stands for "Sport Leicht" (Sport Light.) Just 1,858 examples were built. The rally roadster was produced only in 1957. The SOHC high-compression engine produces 237 horsepower. Features include direct fuel injection, a four-speed manual transmission, competition suspension, no bumpers, Marchal driving lights, tuned exhaust and competition seat belts, all optimized for road rallies.
Purchased as a non-running wreck in 1969, this unique tribute was restored over a 30-year period. Only authentic Mercedes-Benz performance options and rally instrumentation and accessories from the 1950's were used. Presented in its original Linden Green color.

Chevy Chase, MD

1963 Mercedes Benz 300SL

Mercedes Benz 300 SL

MZ

1957 Mercedes Benz 300SL

Mercedes Benz 300 SL

MZ

Kevin Robertelli

Bloomfield Twp, MI

1975 Ferrari 308 GT4 Dino

2 2 Coupe by Scaylione

Modern Collectibles **MD 328**

The 308 GT4 was the first Ferrari in years not designed by Pininfarina. The Bertone styling was not as appreciated as it should have been when first introduced, and for decades thereafter. Finally, that has begun to change.
At its introduction in 1973, this car was called the Dino 308 GT4. Dino had been introduced as an entry level sub-brand to Ferrari. The name “Dino” was in honor of Enzo Ferrari’s son who had passed away. In the middle of 1975, word came from Maranello that the factory would replace Dino badging with a Ferrari badging in order to increase its sales in the U.S. This was critical in the U.S. market because the 246 GT had ended its production, and the 365 BB didn't meet U.S. emissions requirements, which left the GT4 as the Ferrari's sole offering in the states. Dealers needed to sell it as a "Ferrari," not a "Dino." So the early cars are "Dino 308 GT4," and the later ones are called "Ferrari 308 GT4."
The 308 GT4 was the first production road Ferrari to receive the mid-position V8 engine layout, something that would become the norm for the next few decades of V8 Ferraris.
This example, chassis number #11198, is finished in a rare Avorio (ivory)-over black two-tone paint.

Dr. Steven Monaghan

Plymouth, MI

1988 Daimler Double Six

Saloon by Jaguar

Modern Collectibles **MD 247**

Contrary to popular belief, Daimler Motor Company is not exclusive to Mercedes Benz. The history dates back to 1896 when the Daimler Company Limited of the U.K. was formed as an agent for Gottleib Daimlers motor boat engines. After suffering financial difficulties, the company would be purchased by B.S.A. in 1910, and later combined with the Lanchaster Motor Company in 1933. In 1960, BSA sold Daimler to Jaguar, which would go on to produce the Mark II Sports Saloon. This relationship would last for many years, with Daimler producing upscale versions of Jaguars.

The Jaguar XJ Saloons started in 1968 and were considered the flagship of the line. Series I, II and III versions would evolve, each with distinctive facelifts.

For the most part, the Daimler automobiles of this period were “badge engineered” versions of the standard production Jaguar Saloons. The most notable difference would be the unique Daimler signature fluted grill along with upgraded upholstery and woodwork.

This Series III Saloon is a European spec model with several features separating it from its U.S. spec brothers. The front running lights feature a washer and wiper system and it lacks the mandatory for the U.S. 5 mile per hour bumpers, giving it a much sleeker appearance.

The current owner acquired this car from the original owner who resided in Toronto, Canada. It is a prime example of a true Euro spec Series III Daimler.

David A. Bell

Petoskey, MI

1928 Packard 443

All Weather Cabriolet

Rollston Coachwork **RB 175**

There is no disputing that the Packard Motor Car Company enjoyed their glory days in the 20's and 30's. Packard automobiles were American luxury automobiles built by the Packard Motor Car Company of Detroit, Michigan. The first Packard automobiles were produced in 1899, and the last true Packard left the assembly line in 1956.

1928 was a truly outstanding year for Packard, not only in the United States but also in many other countries. In fact, they were highly competitive abroad, with markets in 61 countries. Gross income for the company in 1928 was $21,889,00. Packard offered nine standard models in the Custom Eight Series for 1928, all riding on a 143-inch wheelbase and powered by a 383 cubic-inch engine straight-eight engine that produced 109 horsepower.

For those with more discerning tastes and a larger pocket book, custom coachwork on an individual chassis was available. Packards were often the choice for VIP's with discriminating tastes and numerous American celebrities and business tycoons.

This Packard 443 with body by Rollston was ordered new by Cornelius Kelly, who took delivery in June of 1928. Kelly was President and Chairman of the Board for Anaconda Copper Mining Company. Kelly kept the car until his passing in 1957. An extensive restoration was performed returning this prestigious car to its original glory, with the exception of the rear compartment, which remains 100% original.

Brad and Kathy Marsland

Waterloo, ON

1963 Jaguar Series One E-type

Fixed Head Coupe

Sports Cars Post 1959 **P2 180**

Allan and Jackie Ruckey

Waterford, MI

1932 Nash Ambassador

4 Door Convertible by Seaman

American Classic Open **G 178**

This Nash Ambassador 1083 Phaeton 4-door convertible is among the rarest and most desirable Nash automobiles ever built. Ambassador was the model name applied to the senior line of Nash automobiles from 1932 until 1957. American Motors would continue to use the Ambassador name on its top-of-the-line models until 1974, making it one of the longest running nameplates in automotive history.

The “Advanced 8 engine” measures 322 cubic inches and produces 125 horsepower. It is backed by a 3-speed transmission. This Ambassador features a Seaman Phaeton convertible body with roll up windows and a fold-down windshield, assuring all weather comfort. Riding on a 128” wheelbase, another notable feature is the worm-drive rear axle which allows the chassis to be lower to the ground, providing a sleek look and smooth ride.

Dual side-mount spare tires provide a stately appearance, and it is one of the first automobiles produced with a built in trunk.

Found languishing in a Tucson, Arizona junkyard in the mid 70’s, it has been lovingly restored to its original as delivered beauty. Also of note is that aside from General Motors, Nash was the only automobile manufacturer to have a profitable year in 1932.

Irwin Kroiz

Ambler, PA

1956 Chevrolet Corvette SR-2

Roadster by Chevrolet

Special Display **SD 194**

Harley Earl, who was the head of General Motors for many years, is often called the Father of the Corvette. He is the man credited with envisioning the original Corvette, and he championed the creation back in 1953.
Stepping back to 1956, Earl's son Jerome was actively racing a Ferrari in sanctioned events. The powers that be at General Motors did not take too kindly to that, and eventually told Earl that his son needed to be racing a Corvette. With this in mind, Earl set out to create a very special purpose built Corvette racer. This is the back drop for what is the very first General Motors built and sponsored Corvette race car; the SR-2.
This is the actual car that was run by many of the best racers of the era, including Dr. Dick Thompson, John Fitch, Bud Gates, Jim Jeffords and of course, Earl's son, Jerome. It would capture the SCCA National Championship in 1958 with Jeffords behind the wheel.
Unique features include a 331 cubic inch V8 engine with prototype dual air meter fuel injection, a prototype 4-speed manual transmission, the 36 gallon fuel tank, a lengthened front end, the special rear high fin, dual low profile windscreens, Halibrand axles and magnesium knock-off wheels.
This car has recently undergone an extensive restoration returning it to original race specifications. It is a true step back in time to an era when corporate management really could turn a dream into reality.

Ginny and Don Curtes

Menomonee Falls, WI

1956 Austin Healey BN2/100M

2 Seat Roadster by Donald Healey Motor Company

Sports Cars Pre 1959

P1 193

Reginald R. Hahn

Cincinnati, OH

1962 Sunbeam 11

by Thomas Harrington

Sports Cars Post 1959

P2 230

Lauren and David Mendelson

Huntington Woods, MI

2018 Ferrari GTC4 Lusso

Coupe

Super Car

SC 184

The 2018 GTC4 Lusso is Ferrari's new hatchback "shooting brake," a 70th Anniversary model finished is Rosso Corsa. The GTC4 is equipped many cutting-edge chassis technologies, it's like an all-wheel-drive Formula 1 car with way comfier seats. The GTC4 Lusso's name harks back to the 250 Testa Rossa Spider. These were especially beautiful gran

Richard P. Kughn

Dearborn, MI

1928 Pierce Arrow 36

7 Passenger Touring

American Classic Open **G 251**

This 1928 model 36 Pierce-Arrow Touring Car represents one of the finest automobiles manufactured in the United State during this time-period. The model 36 was produced from 1926 through 1928, with this example being among the last cars produced by the prestigious Buffalo, New York company prior to their merger with Studebaker.

Built on a 138" wheelbase chassis, it is equipped with a 414 cubic-inch displacement T-head six-cylinder engine, rated at 100 horsepower. The engine features dual camshafts, four valves per cylinder, and two spark plugs per cylinder. These were important features in a time-period when complete combustion of fuel vapor was more difficult to achieve than it would be years later when gasoline was better formulated. It is also considered to be considerably more efficient. This car also features vacuum-assisted mechanical drum brakes, requiring much less physical effort from the driver.

Pierce-Arrow automobiles of this time-period could be easily identified by their unique styling, which features headlamps molded into the design of the front fenders. This prime example is finished in pale olive green, referred to by the manufacturer as "Chickie". Fenders are painted black, while a Seal-brown color is employed on the belt-moldings. This car represents one of a very limited number of Classic Car Club of America registered, Full Classic® Pierce-Arrow model 36 Touring Cars in existence.

General Motors

Detroit, MI

1959 Chevrolet Corvette

Sting Ray Racer

Reuss **FFP 293**

This jaw-dropping 1959 racecar concept, designed by Peter Brock, Bill Mitchell and Larry Shinoda soon after the Automobile Manufacturers Association (AMA) banned manufacturer-sponsored racing, was built primarily as a styling exercise and secondarily to explore the limits of performance and handling of future Corvettes.

Incorporating a 92-inch-wheelbase tube-frame chassis and other elements of a 1957 SS (or “Q-Corvette”) serious racecar design study, it weighed just 2,200 lb., nearly 1,000 lb. less than a 1957 production Corvette, and its 283-cid fuel-injected small-block V-8 delivered 315hp at 6,200 rpm.

With the AMA ban outlawing GM participation in racing and high performance, the Stingray was campaigned independently by then-GM Design vice president Mitchell in Sports Car Club of America (SCCA) events in 1959 and 1960. Expertly piloted by Dr. Dick Thompson, it scored a 4th-place finish in its debut appearance at Maryland's Marlboro Raceway on April 18, 1959 and won an SCCA National Championship the following year. It was then retired from racing, upgraded by Mitchell with a 327-cid/375-hp engine and a passenger seat (among other things) and shown as an experimental concept car, and he joyfully drove it on weekends.

It also served as a test bed for technical developments, including the four-speed manual transmission, a de Dion rear suspension and extensive use of aluminum, and its body design led directly to the styling of the 1963 next-generation (C2) Corvette. It is now part of GM's Heritage Collection.

General Motors

Detroit, MI

1968 Chevrolet Corvette

Astro II

Reuss **FFP 292**

When this stunning Astro II was revealed at the 1968 New York Auto Show, it initiated a blizzard of "Is this the next Corvette?" speculation. Designed to showcase a mid-mounted powertrain and less extreme than the 1967 Astro I, it was a study in aerodynamics to see how slippery a Corvette could be, with actual doors to access the passenger compartment, a front storage compartment and a rear hatch that lifted for engine compartment access.

Still, looking very exotic for its time, with a tilt-back rear and a tilt-forward front section, Astro II's styling screamed "Corvette," and two of its design features were later applied to production Corvettes. For '73, when new federal bumper requirements kicked in, most American cars got big chrome front bumpers, Corvette instead got the much more attractive body-color Astro treatment. Then for '74, the Corvette's tail was restyled to look like Astro II's.

Internally designated XP880, it used mostly off-the-shelf parts with a 400-hp 427-cid big-block V-8 mounted backwards with its starter and ring gear under the seatbacks and the tall accessory drive in back. Its original transaxle was a '63 Pontiac Tempest two-speed automatic, but when that proved too weak, the system was redesigned. Rolling on G70x15 tires on spoked cast aluminum wheels, it boasted four-wheel disc brakes and could generate an incredible 1g of cornering grip. GM says this Astro II "almost made it to the showroom."

General Motors

Detroit, MI

1987 Buick GNX

2 Door Coupe

Reuss **FFP 291**

The GNX happened because then-chief engineer Dave Sharpe, Buick Advanced Concepts manager Mike Doble and project engineer Chuck Jensen set out to build “a Grand National to top all Grand Nationals to celebrate the end of its run.”

Buick teamed with ASC/McLaren to avoid disrupting normal engineering and production and worked hard to make it not just faster but substantially better than the ’87 GN on which it was based.

Mark Reuss

Detroit, MI

1962 Chevrolet Corvette

Coupe

Reuss **FFP 286**

Following two years of weak sales and near-cancelation, Chevrolet's sports car's fortunes began to improve with arrival of the small-block V-8 for 1955 and a mild restyle for '56. Four variations of the 283-cid small-block V-8 were offered for 1958, and the interior was updated and the exterior redesigned with quad headlamps, simulated hood louvers and chrome rear-deck spears. The '59 'Vette lost those spears and louvers, and the '60 was the last with single taillamps in rounded rear fenders.

The rear was redesigned for 1961 with a "duck tail" over quad round taillamps, the latter a Corvette fixture through 2014. Then for 1962, the 283 cid (4.6L) small-block was enlarged to 327 cu in (5.4L), good for 250 hp, and an available fuel-injected version pumped out a rated 360 hp, making it the fastest C1 Corvette. The 1962 was also cleaner-looking, with no optional two-tone or bright trim around the side coves, and the last with a wraparound windshield, solid rear axle and convertible-only body style.

This beautiful black 1962, owned by GM executive vice president, Global Product Development and St. Johns Concours d'Elegance of America Enthusiast of the Year Mark Reuss, is one of just 246 with both the fuel-injected engine and the "big brake" option package, which includes a quick-steering adaptor, special shocks, finned brake drums with internal cooling fans, metallic linings and rear-brake air scoops. Reuss calls it "sort of a first Z06."

Mark Reuss

Detroit, MI

1963 Chevrolet Corvette

Split Window Coupe

Reuss **FFP 285**

A decade after the first 1953 Corvette, the second-generation (C2) Corvette Sting Ray's bold, bulge-fendered styling, evolved directly from the stunning 1959 Stingray racer/concept car, caused some seeing it for the first time to say it looked like something from another planet. Wind tunnel testing refined its shape, quad hidden headlamps rotated up in pods, and the first Corvette coupe's doors cut into the roof for easier access. But the central ridge splitting its near-flat backlight impaired rear vision, a controversial feature that lasted just one year.

The twin-cowl cabin boasted a new ventilation system, improved heating, a slimmer vertical console with a clock and radio, a large glovebox and a full set of round gauges with speedometer and tach. The new independent-rear-suspension chassis featured better weight distribution, quicker steering and improved handling and braking. Powertrains were carried over from the previous year, with four variations of 327-cid (5.3L) small block V-8 (250, 300 and 340 hp carbureted, 360 hp fuel-injected) three transmissions (3-speed and 4-speed manual and 2-speed Powerglide automatic) and six axle ratios.

This Daytona Blue example, owned by GM executive vice president, Global Product Development and St. Johns Concours d'Elegance of America enthusiast of the year Mark Reuss, is one of 6,978 built with the 340-hp engine with a larger 4-bbl. carburetor, solid lifters, aluminum intake manifold, a high-lift camshaft and 11.25:1 high-compression pistons.

Detroit, MI

1954 Chevrolet Corvette

Roadster

Reuss

FFP

Mark Reuss

Detroit, MI

1963 Chevrolet Corvette

Grand Sport by Superperformance

Reuss **FFP 287**

To take on Carroll Shelby's Ford-powered Cobras, Corvette chief engineer Zora Arkus-Duntov in 1962 launched a secret program to build 125 lightweight "Grand Sport" Corvettes for FIA international competition. But when GM executives learned about it, they ordered the program stopped. Just five Grand Sports were built and raced by the likes of Roger Penske, A. J. Foyt, Jim Hall, and Dick Guldstrand, and Dr. Dick Thompson was first to drive one to a win at Watkins Glen on August 24, 1963.

Their bodies were thinner fiberglass, their "birdcage" structures were aluminum, and their ladder-type frames used tubular-steel side members connected by crossmembers front and rear, behind the transmission and at the rear kick-up to anchor an integral roll-cage. As a result, they weigh some 800 pounds less than a '63 production Corvette coupe. They were raced with several different engines, most notably a 550-hp 377-cid all-aluminum small block V-8 with four Weber side-draft carburetors and a cross-ram intake.

All five 1963 Grand Sports survive in private collections and are among the most coveted and valuable Corvettes ever built. This replica, owned by GM executive vice president, Global Product Development, and St. Johns Concours d'Elegance of America enthusiast of the year Mark Reuss, was built by Superperformance in South Africa, then shipped to Lingenfelter in Brighton for integration of its 580-hp LS7 427-cid (7.0L) V-8 with Kinsler carbon fiber intake.

Detroit, MI

2019 Chevrolet Corvette

ZR1

Reuss **FFP 379**

Some thought the C6 Z06 was the ultimate front-engine Corvette. Then it was the C6 ZR1. Then the C7 Z06. Yet now here's the truly awesome C7 ZR1.

"It's 65-plus years of vehicle development," says Corvette chief engineer Tadge Juechter. "You take the architectural philosophy and all of your learnings, keep refining it, and make incremental improvements. It is definitely a high-water mark that people will look back on years from now and say, 'Wow!'"

GM's first dual-fuel-injection system and a new intercooled supercharger help this ZR1 generate 755 hp and 715 lb.-ft. of torque, the highest-ever output for any Chevrolet production vehicle. Its standard Low-Wing aero package enables a 200-plus-mph top speed, while its available two-way-adjustable High Wing -- part of an available $2,995 ZTK Track Performance Package that also includes a front splitter with carbon-fiber end caps, Michelin Pilot Sport Cup 2 summer-only tires, and specific chassis and Magnetic Ride Control tuning -- offers maximum downforce for quickest track lap times.

Perhaps surprisingly, the 2019 Chevrolet Corvette ZR1 is offered in both coupe and convertible body styles in a choice of 1ZR or 3ZR trims at sticker prices ranging from $119,995 (including Destination charge) for the standard coupe to $126,990 for the convertible with the ZTK Track Performance Package. Chevrolet calls it, "a supercar that advances Corvette's performance legacy with the highest power, greatest track performance and most advanced technology in its production history."

Detroit, MI

2018 Chevrolet Camaro

ZL1 1LE

Reuss

FFP 380

Dwayne Fietzer

Dexter, MI

1967 Ferrari 330 GTC

Coupe

Sports Cars Post 1959

P2 182

Scott Baum

Clinton, IL

1967 Buick Skylark GS 340

2 Door Hard Top

Muscle Car **N 308**

There is no disputing that in the late 60's, Buick, Oldsmobile and Chevrolet were caught off guard with the incredible success of the Pontiac GTO. Often credited as being the original muscle car, the other G.M. divisions had to hustle to grab a piece of the all important youth market.

For Buick, they would initially follow the same formula by taking a large engine and installing it in the smaller intermediate body Skylark, creating the first G.S. 400 models in 1965. With relative success, Buick found that their efforts were worthwhile, and would later offer yet another car designed to attract a younger buyer.

This 1967 G.S. 340 is a fine example of a performance oriented automobile that would appeal to the budget conscience buyer. With a 340 cubic inch engine that produces 260 horsepower, it offers significant get up and go while not alerting the local insurance agent. Additional trim features include the red steel wheels and accent stripes, and special G.S. hood scoops and trim.

This car was sold new by the current owners' father at Baum Chevrolet-Buick in Clinton, Illinois. The buyer was a lady who thought the red wheels and trim was a bit much. Baum had the trim and scoops painted in matching Platinum Mist, and the owner held on to the car for nineteen years. The car was then traded in and the dealership owners' son purchased it. After 28 years, it was returned to its original glory.

John and Raina Lipori

Marina, CA

1967 Buick Gran Sport

Funny Car by Lipori/Fiberglass LTD.

Drag Racing **DR 166**

Bill Porterfield

Williamston, MI

1970 Chevrolet Camaro

Coupe

Drag Racing **DR 187**

Indianapolis, IN

Porsche 917

Porsche Werks

PR

Z Motorsports Collection

Birmingham, MI

1989 BMW Z1

Modern Collectibles

MD 208

Z Motorsports Collection

Birmingham, MI

1993 Nissan 300ZX

Coupe

Modern Collectibles

MD 207

John Fasnacht

Crown Point, IN

1950 Aston Martin DB2

Coupe by Aston Martin

Sports Cars Pre 1959 **P1 281**

The Aston Martin DB2 was introduced to the world at the 1950 New York Auto Show. One of only 410 made, this neglected classic was rescued in the summer of 1989 from an old garage in Vicksburg, Mississippi and brought home on a flatbed--Chevy engine and all!

By fall, the car would be completely disassembled. The chassis was the first reconstruction task to provide the proper foundation for the rest of the car. In 1990, an authentic 3-liter engine was found in the States and sent to a shop in California for rebuilding. At the same time, a proper transmission was located and reconditioned to working order.

The body, while mostly complete, required considerable attention and several panels were replaced. The remaining small parts, of which the list seemed endless, came directly from England.

Work progressed on this car intermittingly over the next thirteen years. In 2013, the car was ready for interior work and paint and was sent to a shop in Chicago for completion. In 2015, the engine was installed, and this beauty of a car was road ready for the Colorado Grand events.

Features include the 3-liter inline twin-cam six cylinder engine that produces aapproximately 120 horsepower backed by a 4 Speed David Brown synchromesh transmission, along with aluminum body coachwork by Aston Martin.

Jon Dingler

Crete, IL

1963 Facel Vega Facel II

Coupe by Facel Vega

European Post War **Q 284**

There were faster sports cars, although very few, and there were more refined and luxurious saloons, but it is difficult to think of a more remarkable combination of these conflicting qualities.
This unique combination of qualities leaves the most vivid impression on everyone who drives it. The Facel II presents the driver with smoothness and silence, and can cruise effortlessly at 100 miles per hour.
The acceleration can leave other fast cars far behind on every straight. Owners enjoy the latest refinements of American brute force combined with European standards of control in an environment of British luxury and French elegance.
Built by Facel Vega, one of France's most famous manufacturers of high-speed grand tourers in the Jet Age, the Facel II continued the marques tradition of American performance coupled with French high style. It is said that to purchase this Facel, one had to abandon the head and think with the heart.
In 1959, Jean Daninos identified the need to replace the FV cars with a new more modern look to compete with the styling that Italian marques Pininfarina, Bertone, and Touring were generating. The new car lost 4 inches in height and became 6 inches longer to present a new look to compete with Aston's DB4 and the larger Grande Touring styles of Lancia and Alfa Romeo. Auto industry writers of the day called the Facel II Facel Vega's finest design and most refined creation to date.

Edward Howe

Valparaiso, IN

1957 Facel Vega FV4

Coupe by Facel Vega

European Post War **Q 282**

This Facel Vega FV4 wide-body model exhibits the best of French Grand Turismo styling from the M. Jean Daninos inspired designs of the day.
Facel Vegas represents classic French auto styling in a production car that pays fine attention to detail with complex polished stainless-steel bumpers and trim work. These post war cars rose to reside where Bugatti, Delahaye, and Delage once stood with Rolls Royce and Bentley in the supreme luxury performance market.
Post-war French government was taxing automakers out of existence with their “tax per cc” on engines. This left no domestic option for Facel to power their cars. Daninos found a suiter for his FV4 from a Trans-Atlantic international connection. The 1950’s American V-8 engines were the gold standard for power and dependability. With the Franc to Dollar exchange rate quite favorable, Detroit became an attractive and perhaps only option for engines.
Chrysler would subsequently supply all engines for the FV, Excellence, HK, and Facel II models. They provided the large cubic inch V-8’s including the Wedge, and later the Hemi power plants with the successful Torqueflite Push Button automatic transmissions.
This Hemi powered FV4, sporting twin Carter 4-barrel carburetors is 1 of just 32 with the Chrysler C-392 Hemi engine. It produces 375 horsepower at 5,200 rpm.
This FV4 also features a Chrysler Torqueflite “Push Button” Automatic Transmission and handcrafted stainless-steel bumpers and trim.

Hilary Raab, Jr.

Crown Point, IN

1960 Facel Vega Excellence

Sedan

European Post War **Q 283**

It was said by Facel Vega that the Excellence Series Two was the fastest four-door sedan available in its day. These high horsepower four-door saloons became known as “Diplomats” because they were favorites of the political class of ambassadors, diplomats, and foreign dignitaries. They served as plush limousines with tinted windows that could make a fast passage with the big Chrysler Wedge or Hemi power under the hood.

M. Jean Daninos was said to have not wanted to produce this car. However, when he saw the French President arriving at ceremonies and events in a Citroen CV that lowered to rest before the President could get out, he thought it was ridiculous.

Daninos directed Facel Vega to create the car fit for a French President, and, of course, it would be pillar-less, because “Daninos does not make cars with pillars!”

His team began work by stretching the FV4 chassis and developing and ultimately producing 144 of these four-door pillar-less sedans from 1958-1962. This EX2 version is 1 of the 123 Excellence Sedans known to remain.

This Excellence Series Two features the Chrysler V8 wedge engine that produces 335 horsepower at 4800 rpm. It has a single 4-barrel carburetor, the three-speed Torqueflite automatic transmission and stainless steel bumpers and trim. Tinted glass and air conditioning were additional standard features.

William Todd and Angela Hudkins

Rochester, IN

1962 Ferrari 250 GTE

Coupe by Pininfarina

European Post War **Q 215**

Ferrari needs little introduction in the automotive world; as the premier manufacturer of luxurious and performance sporting cars, they defined the term “supercar”. Founded by Enzo Ferrari in 1939 out of Alfa Romeo's race division as Auto Avio Construzioni, they built their first car in 1940. The first Ferrari-badged car was completed in 1947. Fiat bought into Ferrari beginning in 1969, owning as much as 90% by 1988. Spin off started in 2015, where 90% of Ferrari was distributed to Fiat-Chrysler shareholders while Enzo’s son Piero retains the remaining 10%.

The Ferrari 250 GT/E is a four-passenger, two-door coupe (2+2), and the first large-production four-seat Ferrari. Rear seats, perhaps suitable for children, were small for adults. Pininfarina constructed 950 GT/E’s from 1959 through 1963. The GT/E is fitted with the Colombo Tipo 125 2.9L V12 engine making 240 horsepower. It is noted for its light weight and powerful output weighing hundreds of pounds less than its competitors. It features a 4-speed gearbox, front double wishbone suspension, rear leaf springs and solid axle, and 4-wheel disc brakes. Ferrari made at least seven racing and fifteen GT models bearing the 250 designations from 1953-1964.

This particular GT/E, #3447, was sold new and delivered to Perio Dusio, ex-Formula One driver and co-founder of Cisitalia, an Italian sports and racing car manufacturer. It retains the original engine and chassis. Restored in the mid -1980s, it has been shown at many events including Concorso Italiano.

David M. Landow

Potomac, MD

1931 Buick Series 90

Roadster

American Classic Open **G 205**

1931 was a pinnacle year for Buick. Several notable innovations were introduced, including three “valve in head” straight eight engines. This was an upgrade from Buick’s famed overhead valve six cylinder engines, known for their impressive engineering and performance. Buick decided to scrap their old six-cylinder engines as the engineers felt that it had reached its limits in size, smoothness and efficiency. In its place, the all-new straight eight was introduced.

The Series 90 models represent the pinnacle of Buick design, and were produced from 1931-1942. The one year only Model 94 Sport Roadster, as seen here, is among the only Series 90 Buick Roadsters ever produced with an eight cylinder engine.

This car was purchased new in late 1930 from the Max Duitch Garage, a seller of Buicks, Hudsons and Essex in Ames, Iowa. With a price exceeding $1,300, it was among the most expensive Buicks offered to date. It remained with the same family until 2010. The current owner purchased the car and soon after met Max Duitch’s granddaughter, who lived just two homes away from him in Maryland.

This car was the subject of a comprehensive eight year restoration returning it to its original glory. A mere seven of the original 843 Model 94 Sport Roadsters are currently known to exist.

Libertyville, IL

1910 Stanley 10

Steam Car **ST**

Larry and Patricia Gardon

Quincy, MI

1931 Studebaker President State

4 Door Sedan

American Classic Closed **F 204**

The President was the premier automobile model manufactured by the Studebaker Corporation of South Bend, Indiana from 1926-1942. The nameplate was reintroduced in 1955 and used until the end of the 1958 model year when the name was retired.

The 1931 Studebaker President engine saw an increase in displacement to 337 cubic inches and a switch to 9 main bearings, as used in their race cars. Other advances for performance included valves that had spring dampers and the straight through muffler. With these improvements, the engine produces 122 horsepower. It also has modern filters for air, oil, and fuel, an improved thermostat, and a Lanchester vibration damper.

In 1931, Studebaker also introduced "Ovaloid" headlights which were oblong in shape and made identification of the President and other "senior" Studebaker models easier. Wire spoke wheels were standard, but this President features hickory wood artillery wheels. This gave the original owner a credit of $200 on the $2,075 list price. This is the only 1931 President known to have these wheels.

This car was stored for many years at a Studebaker dealership in Tiffin, Ohio. It has never undergone a complete restoration, but has been lovingly maintained as needed.

Also of note is the “La Gioconda” mascot. “La Gioconda” translates to Mona Lisa.

Frederick Foote

Okemos, MI

2018 Audi R8 Cabrio

Convertible

Super Cars **SC 183**

1932 DeVaux Dennis and Bonnie Reinke

Kawkawlin, MI

1932 DeVaux Custom

Convertible Coupe by Hayes

American Popular **E 186**

This 1932 De Vaux 80 Custom Convertible Coupe was produced by the De Vaux-Hall Motors Company of Grand Rapids, Michigan. In addition to their Grand Rapids assembly plant, they also produced some cars in Oakland, California.

Norman de Vaux and Colonel Elbert Hall had the notion that the country was ready for a new lower priced economy car in 1931—right at the brink of the Great Depression's very worst period. Debuted at the 1931 New York and Chicago Auto Shows, the new De Vaux featured a Hall-designed L-head straight-six engine rated for 70 horsepower, bolted into a 113-inch wheelbase chassis.

De Vaux produced 4,808 vehicles up to January 1932, when Continental Motors bought the assets and renamed the company the Continental-De Vaux Company. Slightly over 1,300 cars were built, but sadly after the 1934 Model year, Norman De Vaux repurchased the assets hoping to restart production, but plans never materialized. His plant was then sold to General Motors in 1936.

This prime example of a 1932 De Vaux is one of just two convertibles currently known to exist. It is believed that there is fewer than ten 1932 De Vaux models total in existence. This car has been owned on and off by the same family for nearly 40 years.

Nashville, TN

1947 Chrysler Town & Country

American Post War

M1

John Kristoff

Canton, OH

1970 Moretti 850 Sportiva S2

Coupe by Moretti

Sports Cars Post 1959

P2 298

Glenn and Jeanine Miller

Plymouth, MI

1928 Hudson S

Roadster by Biddle and Smart

American Popular **E 221**

1928 was a big year for the Hudson Motor Car Company of Detroit, Michigan. Competition was fierce, and they knew they had to stand out to grab a piece of the market.
The all new Hudson Roadster made a very bold statement. With a much sportier body built by Coachbuilders Biddle & Smart of Amesbury, Massachusetts, it featured a lengthened cowl and a low profile windshield creating a much sleeker and lower look. This particular body was a one year only offering. In 1929, the Roadster would return to a much more traditional look, returning to a shorter cowl and a raised windshield and top.
Powered by a 289 cubic inch F-head engine, it produces a formidable 92 horsepower providing plenty of get up and go. The big 19”Buffalo wire wheels, a sought after option found on this example, certainly enhance the cars sporty image.
This prime example of a very rare Hudson S Roadster was discovered in Argentina in 1980. It was purchased and returned to the United States at that time. A well know Hudson collector, David Kostansek, purchased the car and embarked on a three year long complete restoration. The current owners have lovingly preserved the car and enjoy showing and driving it whenever they can.

Keith and Carol Curry

East Moline, IL

1964 Chevy Impala

Station Wagon

Muscle Car **N 340**

There are plenty of reasons to own a wagon. Long before the roads were clogged with mini-vans, the station wagon was the preferred method of transportation for many families. Although most were rather mundane, there were a select few buyers that knew their way around an order blank.

In 1964 the 409 cubic inch dual-quad Chevy engine was legendary. Bill “Grumpy” Jenkins set records with 409’s and the Beach Boys even wrote a song honoring this particular engine.

So in keeping with this year’s Alternative Muscle theme, allow us to present something very special and without a doubt one-off. When the original owner sat down to order this wagon, he (or she) checked plenty of boxes. Power steering, brakes, windows and rear tailgate glass were among them; not totally unusual. But when it came to the drive-train, the box was checked for the 409 engine with two four barrel carburetors.

Keeping with the performance theme, the 4-speed manual transmission and a Positraction rear end were added to the mix, along with an in dash tachometer and the big segmented metallic brakes. Add in the AM-FM radio, tinted glass, whitewall tires, bumper guards and electronic ignition and you know what you are looking at is a wagon meant to really haul…in more ways than one!

This unusual high performance wagon was recently fully restored to its original glory, allowing the owners to again terrorize the streets.

Seth Rohde

Wausua, WI

1966 Dodge Coronet

Sedan by Chrysler

Muscle Car **N 305**

When we decided to assemble a group of cars that would exemplify “Alternative Muscle” this car was at the top of the list. Any Dodge or Plymouth factory equipped with the 426 Hemi engine is rare, but this is one of the absolute rarest, being one of just two 4-door Coronet Deluxes built with this outrageous drive-train. In fact over the five years that the 426 Hemi was offered as a standard factory option, a mere five were built as 4-doors. Three were sold in the United States, one in Canada and one in Finland.

There is no doubt that this is a factory built production line car. Amazingly, this car retains the original engine, transmission and axle and the current owner has the build sheet, certicard, window sticker and a file full of documentation dating back to 1966. Special ordered, the original owner personally picked this car up directly from the Chrysler Lynch Road Assembly plant, where plant officials held a brief ceremony right in the lobby.

Why a 4-door? Well, Floyd Cline wanted the most powerful engine with dual carburetors in a car with 4-doors to easily accommodate his then 79 year old Father, who insisted on riding in the back seat. At the time, Chrysler was the only company willing to fulfill his requests.

Locals still remember this sedate red grocery getter and the sound of the 426 Hemi engine that resides under the hood.

Trev Dellinger

Seattle, WA

1970 Chrysler 300 / H Hurst

Convertible by Hurst

Muscle Car **N 318**

While many are aware of the ’69 Hurst/Olds as seen elsewhere in this group, most have never seen a 1970 Chrysler 300/H Hurst. Just 485 2-door hardtops were built, and one convertible. You are looking at the one and only 300/H Hurst convertible.

Assembled in May of 1970 to promote the limited edition 300/H Hurst hardtops, this car was used in numerous promotions for the Hurst Corporation. According the Linda Vaughn, Miss Hurst Golden Shifter, “this is George’s car, he loved this car and would drive it anytime he could. This was George’s favorite car of all the cars we had”. That is certainly testament to the uniqueness of this car.

Used from 1970-1973, this car was often photographed with Ms. Vaughn and the “Hurstettes”, including Niki Phillips, June Cochran and Marsha Bennett. The car toured various NASCAR, USAC and drag race events in the United States and Canada.

This car has many unique features. This includes a factory installed Hurst Auto-Stick shifter and special Hurst Gold paint with hand applied stripes. The 300/H emblems are in different locations from the production hardtops and the interior is white and black per Hurst build orders. Also of note are the unusual gold Cragar magnesium wheels, as Hurst had a sponsorship agreement with Cragar at the time.

This car is original and unrestored, lovingly preserved by the current owner. Complete ownership history since new is fully documented.

George Anderson

Farmington Hills, MI

1969 deTomaso Mangusta

2 Door by GHIA

Sports Car Post 1959 **P2 240**

De Tomaso Modena SpA was an Italian car-manufacturing company, founded by the Argentine Alejandro de Tomaso and his wife Isabelle Haskell in Modena in 1959. They initially produced prototypes and racing cars, including F1 and F2 cars. They produced four production cars: the Vallelunga, Mangusta, the noted Pantera, and the Guara.

In 1971, Ford Motor Company acquired a majority ownership in De Tomaso. For three years, the Pantera was sold by Lincoln-Mercury dealers. From 1976 to 1993, De Tomaso owned Maserati; in 1967 De Tomaso bought the coachbuilder and styling house, Ghia, selling it to Ford in 1970. Though the name has been revived, the original firm of De Tomaso was liquidated in 2004.

The De Tomaso Mangusta is a mid-engine sports car produced by the Italian manufacturer between 1967 and 1971. Just 401 Mangustas (Italian: Mongoose) were built with 150 Euro models and 251 in U.S. trim.

The Mangusta was styled by Giorgetto Giugiaro, and recognized by gull wing doors over the engine and luggage compartment. The Euro version has a 306 horsepower Ford 289 V8 engine with a 5-speed ZF transaxle. U.S. spec was a 221 horsepower Ford 302 V8. Other features include 4-wheel disc brakes, fully independent suspension, rack & pinion steering, air conditioning, and power windows—all common today but ahead of other manufacturers of the era. Top speed claimed is 155 miles per hour.

This example of the Mangusta is presented in Cashmere Metallic paint.

Patrick Ramsey

Northville, MI

2014 Jaguar F Type

Roadster

Super Car **SC 201**

Jim and Patty George

1958 Bentley SI Continental

Drophead Coupe by Park ward

Post-war European

Q 371

Any Bentley Drophead Coupe is a sight to behold, but the history of this one makes it even more spectacular. Records indicate that it was originally ordered in London, England and delivered in March of 1958 to Prince Abd al-Iiah of Hejaz, Crown Prince of Iraq. Soon after, the Prince lost his life in the military coup d'etet. Never seen in public until 1968, it was acquired by a business man residing in Baghdad. It remained in his possession until 2014.

It was painted white on the eve of the owners' sons wedding, and shortly after in 1992, the car appeared in a movie called "King Ghazi of Iraq" that was filmed in Baghdad.

Not long after, representatives of Saddam Hussein visited the owner to acquire the car. After repeatedly declining their offers, the car was seized. It was known that Saddam and his sons were collectors of prime automobiles.

After the fall of the regime, the car was vandalized. The previous owner found out that the car remained titled in his name, and was able to re-acquire the car. The car was significantly damaged and missing some parts, so reluctantly he decided to part with it. It was then sold and exported first through Canada and then to the current owner in the United States.

A full restoration was undertaken and completed in time to be shown for the very first time at the 2017 Pebble Beach Concours d'Elegance.

Marsey and Alan Rosenblum

Utica, NY

1936 Bugatti T57

Atalante Coupe by Bugatti

Bugatti **BG 220**

The Type 57 version of Ettore Bugatti's classic racing car truly reflects the maturation of Bugatti's son, Jean. As it was initially considered a radical departure from established Bugatti practice, Ettore chose to instruct his son to abandon the extreme prototype as soon as he became aware of it.
The engine at the core of the Type 57 is a dual overhead camshaft inline eight cylinder with a block and head cast in a single piece and then bolted to an aluminum six bearing crankcase.
Raised among a family of creative artists, the machines produced by Ettore and Jean were the result of truly artistic craftsmanship.
The Type 57 provided the basis upon which Jean could display his talent as a designer of coachwork which would later become known for its fluidity, elegance and balance along with the creative use of color.
Though the Type 57 became available with a variety of coach-built bodies, the Atalante Coupe remains as one of the rarest and most coveted.
Among the 607 Type 57's built, a mere 17 featured the unique Atalante design. When questioned about his car's braking system, Ettore Bugatti said "I build my cars to go, not to stop." This truly epitomizes the Bugatti family's endeavor to produce the ultimate in sports touring automobiles.

Yorktown Hts., NY

1954 Siata 200CS

Sports Cars Pre 1959

Paul W. Devers - Vin Devers Collection

Petersburg, MI

1957 Mercedes Benz 300SL

Roadster

Mercedes Benz 300SL **MZ 258**

Mercedes-Benz is one of the world’s most recognized names; a division of the German company Daimler AG. The brand is known for luxury vehicles, buses, and trucks. The name appeared in 1926 with the merger of the firms of Gottlieb Daimler and Karl Benz. Benz's 1886 Benz Patent-Motorwagen, is regarded as the first gasoline-powered automobile.
The Mercedes-Benz 300SL roadster was the second iteration of today’s SL-Class. The coupe version, or gullwing, was introduced in 1954, the roadster in 1957. Based on a successful racecar, it was the brainchild of importer Max Hoffman. He suggested a modified model tailored to affluent performance enthusiasts in the booming post-war American market. The "300" refers to its 3.0L straight six cylinder engine, and "SL" stands for "Sport Leicht" (Sport Light.) Just 1,858 examples were built. The roadster was produced from 1957 to 1963. The SOHC engine produces 212 horsepower, with first-ever production direct fuel injection, and a four-speed manual transmission. Front suspension is double wishbone with coil springs, and a high pivot swing axle is in the rear. Drum brakes are on four wheels.
This unique example of a 300SL has always been owned by a dealer, first by the Mercedes-Benz dealer in Bangor, ME as a demonstrator, and today by Vin Devers of Toledo, Ohio. It is the only 300SL known that has never been sold at retail. It features rare options: fitted luggage, luggage rack, and all optional tool and spare parts kits.

John and Rhonda Wright

Novi, MI

2017 Dodge Viper TA2

Coupe

Super Car

SC 317

Bret J. Abraham

Beverly Hills, MI

2018 Lotus 400

by Lotus

Super Car

SC 372

Mokena, IL

2018 Mclaren 720S

Super Car **SC**

C. Vaughan Lewis

Marcy, NY

1929 Lincoln L

Sport Phaeton by Locke

America Classic Open

G 225

Scotts Valley, CA

1968 Porsche 907

Porsche Werks

PR

Stahl's Automotive Foundation

Chesterfield, MI

1940 Packard Darrin

Convertible by Darrin

Our Founding Fathers

FF 314

It is often said that Howard A. "Dutch" Darrin, the man behind the 1937-1942 Packard Darrin, left his mark; not only in the automobile world, but also with the people he met. In 1920 he founded America's first scheduled airline, Aero Ltd. He would later return to Paris and establish himself as a custom coachbuilder, initially using the Minerva chassis. He was known for building custom bodies for the cream of European society. Dutch was called as a "breakaway designer" and it is often said that he was “crusty, hardbitten and had no reticence about expressing his opinions.” He truly had enthusiasm for what he liked and contempt for what he didn't.

This Packard Darrin exemplifies American class and distinction at its finest. It clearly shows Darrin’s commitment to his art. With the sleek custom bodywork, it is among the most stylish cars of the era.

A mere 1,900 Packard Darrins were produced with a base price of $4,570, certainly a lofty amount for the time and the second most expensive Packard for the year. Riding on a 127” wheelbase, this model 1803 is part of the companies Super Eight Custom line.

This Packard Darrin has been meticulously restored bringing it back to its original glory. It was part of the personal collection of David Holls, noted designer and one of the original founders of the Meadowbrook Concours, now known as the Concours d’Elegance of America at St. John.

Cornelius Darcy

Flint, MI

1976 Cadillac Eldorado

Convertible by Fleetwood

Our Founding Fathers **FF 335**

The Cadillac Eldorado was marketed as one of the first and most prestigious personal luxury cars. Built from 1952 – 2002 over ten generations, it became a true mark of Cadillac luxury and style.
In 1976 General Motors produced what they believed would be the last American convertible. At a time when gas was getting more expensive and cars were becoming more practical, the writing was on the wall.
With extensive promotion, the Cadillac Fleetwood Eldorado convertible would go on to sell more than 14,000 units; an impressive number for a car that had a base price exceeding $11,000.
Many 1976 Eldorado convertibles were purchased as investments, and thus seldom, if ever, driven. The car you are looking at was purchased by Del DeRees in 2001, one of the original founders of the Meadowbrook Concours, now known as The Concours d'Elegance of America at St. John. With a mere 340 miles on the odometer when purchased, it was a virtually new car.
Built at the Hamtramck, Michigan Cadillac assembly plant, this Firethorn metallic convertible with the Antique Dark Firethorn leather interior and white top is all original. It has the 500 cubic inch engine with optional fuel injection, one of less than 1,000 produced with this feature.
We are pleased to present this true piece of Americana in our founders Circle, in honor of Mr. DeRees.

Don Sommer

Clawson, MI

1930 Packard Phaeton 740 Super 8

by Packard

Our Founding Fathers

FF 323

Otto and Paula Rosenbusch

Rochester Hills, MI

1920 Velie 48-Touring

Sedan by Velie Motors Corporation

Our Founding Fathers **FF 322**

Ron Rogers

Redford, MI

1901 Locomobile Style 3 Victoria

Stanhope by Locomobile

Steam Car **ST 232**

The Locomobile Company of America was established in 1899 in Bridgeport, Connecticut. They are among the first companies to mass produce American automobiles. Known for many firsts in the auto industry and numerous notable accomplishments, this includes setting speed and endurance records. They were popular among municipalities for use as police cars and for first responders and are considered among the first “Hot Rods” ever built. They are considerably faster than their internal combustion rivals.

In 1901 the Locomobile Style 3 was dubbed the “Physicians Car” by their advertising department. It is steam powered and burns kerosene. There is no battery, wires, spark plugs or electricity on board. Everything is driven by heat generated through steam pressure.

The steam engine is a simple two cylinder that was designed by George Eli Whitney. There is no transmission, as it utilizes a direct chain drive to the rear axle. It is known that steam engines have all of their torque available at any rpm. Reverse is accomplished by a Stephenson Valve Gear which reverses the rotation of the engine.

Top speeds for this Locomobile approach 40 miles per hour. It carries 26 gallons of water and has an effective range of about 30 miles between water stops. It also carries 3 gallons of kerosene and it is able to achieve around 20 miles per gallon when driven conservatively. This was an exceptionally impressive range at the time!

Jim Patterson/The Patterson Collection

Louisville, KY

1935 Duesenberg J

Convertible Victoria by D' leteren

Duesenberg **D 309**

This Duesenberg Convertible Victoria with Coachwork by D'leteren represents the final model of the coveted Model J. Originally shipped to Europe, it bears Chassis number J-519 and was known to be tested September 11, 1933 and later shipped on February 9, 1934. It arrived at E.Z. Sadovich's Motors Deluxe dealership in Paris, France. They would then commission its coachwork from the renowned Belgian firm of D'leteren.

The body that D'leteren produced is simply striking with its clean curves, which certainly conceal the considerable size of this car. It certainly enhances the impression of power and beauty. The sleek windshield wraps cleanly into the doors, much in the style of Dietrick Packard, while the raised top forms a cohesive curve that continues downward in to the streamlined rear deck area.

Interestingly, while many Duesenbergs of the era were largely skinned in aluminum, this D'leteren body is all steel. The result is exceptional strength and rigidity. The body was originally finished in two shades of tan, with a dark blue frame. It also features the Model J rear bumpers on both ends.

Well known in Duesenberg circles, this car has been featured in numerous books and publications. The restoration remains nearly flawless and show worthy.

With European Duesenbergs being exceptionally rare, it is a pleasure to view the sensual lines of this one-off, numbers matching Cabriolet. The current owner has been the caretaker of this fine automobile for nearly six decades.

Gregory V. Ornazian

Troy, MI

1936 Cord 810

Phaeton

Auburn Cord **C 200**

E.L. Cord was the founder of the automobile company that bears his name. The L-29 would be his first car to be manufactured in 1929. Soon after, the stock market would crash and plans for the new project, known as the “Baby Duesenberg” would be put on hold until 1936.

Penned by legendary designed Gordon Buerig, the 1936 Cord Model 810 features styling far ahead of its time. This car was the basis for an all new medium priced front wheel drive platform that would go on to be among the most sought after collector cars of the era.

This Cord is powered by a Lycoming L-head 288 cubic inch V-8 engine that produces 125 horsepower. It also features an electric vacuum operated pre-select 4-speed transmission.

Purchased new in Hawaii by a Naval Admiral, it was later sold to Dale Palmer in California. In 1954, Palmer moved to Minnesota, taking the car with him. He would own this car well into the 90’s, although it was offered for sale in 1990 to a good friend of the current owner. The car would change hands and undergo a basic restoration. Later, in 2007 it would undergo a meticulous nut and bolt restoration returning it to its original as delivered glory.

This 810 Cabriolet, one of just 205 built over a two year period, is a multiple national award winner and is exceptionally road worthy.

Franklin, WI

1936 Scarab

American Popular

E

Mike Schiltz

Canton, OH

1954 Mercedes Benz 300SL

Coupe

Mercedes Benz 330SL **MZ 234**

Mercedes-Benz is one of the world's most recognized names; a division of the German company Daimler AG. The brand is known for luxury vehicles, buses, and trucks. The name appeared in 1926 with the merger of the firms of Gottlieb Daimler and Karl Benz. Benz's 1886 Benz Patent-Motorwagen, is regarded as the first gasoline-powered automobile.
The Mercedes-Benz 300SL was the first iteration of today's SL-Class. Introduced in 1954 at the New York Auto Show, it was a two-seat sports coupe with distinctive gull wing doors and later offered as a roadster. Based on a successful racecar, it was the brainchild of importer Max Hoffman. He suggested a modified model tailored to affluent performance enthusiasts in the booming post-war American market.
The "300" refers to its 3.0 liter straight six cylinder engine, and "SL" stands for "Sport Leicht" (Sport Light.) Just 1,400 examples were built. A costly and complex tubular space frame required a high entry point with gull wing doors. The coupe was available from March 1955 to 1957, the roadster from 1957 to 1963. The SOHC engine produces 212 horsepower, with first-ever production direct fuel injection, and a four-speed manual transmission. Front suspension is double wishbone with coil springs, and a high pivot swing axle is in the rear. Drum brakes are on four wheels.
This example has been in the same family since 1967, and was fully restored in 2008, maintaining the Rudge "knock off" wheels and Becker "Mexico" automatic radio.

Jim Henry

Northport, MI

1938 Indian Indian-Four

Motorcycle

Motorcycle **MC 280**

Dirk van den Muijsenberg

Farmington, MI

1929 Packard 626

Sedan

American Packard **AP 231**

Packard was the luxury car leader from early 1900's through the 1930's producing large, expensive automobiles in their huge Detroit factory. From a single assembly line they were able to accommodate many fine products, keeping costs down, but disallowing the frequent model changeovers of larger companies like Ford and General Motors. Rather than the annual new models, Packard preferred "Series" changes at less regular intervals.

Originally purchased in Pennsylvania, this Packard 626 5-passenger sedan was later sold to a physician in Iowa soon after World War II. It features the Bijur chassis lubrication system and a 5.2 liter straight eight side valve engine that produces 90 horsepower. It is backed by a non synchronized manual transmission. This combination offers a top speed of approximately 50 miles per hour.

In 1979, the car was purchased by Dr. F. Viner, who would commission a frame-off restoration which was completed in 1985. At the time of the restoration, it had about 44,000 miles. The original color scheme of black with two-tone green was maintained. The rear upholstery, piping, door trim headliner and carpeting is all original and remains exactly as delivered in 1929.

In 1995, nearly a decade after the meticulous restoration, the car was donated to the Salisbury House Foundation in Des Moines, Iowa. It would remain on display in the museum garage until 2013 when it was sold to a private collector. In 2018 the car was sold to the current owner.

Monroe, VA

1937 Bugatti T57C

Special Ventoux

Bugatti

BG

Lynn M. Miller

Rochester, MI

1970 Plymouth Barracuda

Convertible

Plymouth: A Celebration of Innovations PY 236

Ned Foss

Delmar, NY

1952 Plymouth Suburban

Station Wagon

Plymouth: A Celebration of Innovations PY 261

Royce B. and Virginia Kinney

Pleasant Hill, OH

1956 Plymouth Fury

Coupe

Plymouth: A Celebration of Innovations PY 374

Bill Broel and Zac Broel

North Lawrence, OH

1928 Plymouth Model Q

Business Coupe by Briggs

Plymouth: A Celebration of Innovations PY 226

Wilbur and Carolyn Burkett

Ida, MI

1939 Plymouth P-8

Convertible Coupe

Plymouth: A Celebration of Innovations **PY 238**

Richard and Joyce Thams

Clarkston, MI

1939 Plymouth P8

Convertible Sedan by Murray Body Company

Plymouth: A Celebration of Innovations **PY 218**

Bill Schimeneck

Allentown, PA

1970 Plymouth Road Runner

Hardtop

Plymouth: A Celebration of Innovations **PY 255**

Bloomfield Hills, MI

1957 VW Karmann Ghia

coupe

Post War European

Q

Chris and Sonia Svensson

Bloomfield Hills, MI

2018 Ford GT Competition Series

Super Car **SC 369**

The owner was the Leader of the Design Team of the Ford GT it was his responsibility to oversee all aspects of the design execution, including both exterior Design, Interior Design and Race Car Design.

And when the opportunity to specify my own particular production GT arose, he wanted to get the most extreme version being produced that epitomized the whole ethos of the GT Project. A "Race Car" for the road that would be a natural born winner from its inception.

The Team created the most extreme version called the Ford GT ‘Competition Series’ which was stripped of all entertainment and niceties and additionally every light-weighting option was added to this model. This GT is defined by an exposed carbon center stripe and red paddle shifters and dash mounted badge. He also commissioned subtle red contrast stitching on the seats to compliment the other red interior (which will be unique to my car) detailing that is unique to the Competition Series.

This specific car is a - 2018 Ford GT ‘Competition Series’. Black exterior, black interior, Exposed Carbon stripe, titanium exhaust etc. Red anodized interior detailing plus personally commissioned red contrast stitching on the seats makes this Ford GT very unique.

Rod Dotten

Madison Heights, MI

1910 Maxwell AA

Sportabout

Gas Light **A 278**

Maxwell automobile production started with the Maxwell-Briscoe Company of Tarrytown, New York. The company was named after founders Jonathan Dixon Maxwell, who had previously worked for Oldsmobile, and Benjamin Briscoe, an automobile industry pioneer and part owner of Briscoe Brothers Metalworks.

In 1907, following a fire that completely destroyed the Tarrytown factory, Maxwell-Briscoe constructed what was then the largest automobile factory in the world in New Castle, Indiana. This factory would continue as a Chrysler manufacturing plant until its demolition in 2004.

For a time, Maxwell was considered one of the top three automobile firms in America, along with General Motors and Ford.

This Maxwell AA Sportabout was assembled at the Newcastle plant and is one of approximately 10,000 produced in 1910. It came standard with an opposing two-cylinder engine that produces 12 horsepower. It is cooled by thermo-siphoning and features a two-speed planetary transmission controlled by a shift lever.

Weight is about 1,100 pounds and it rides on an 86” wheelbase. It was delivered from the factory with just cowl lamps and a single tail light. The front headlamps and the tail lamp are considered accessories.

This prime example of an early Maxwell Sportabout was restored about 30 years ago. It is maintained and occasionally used for various two-cylinder motor tours.

Donald L. Wood

Walled Lake, MI

1931 Plymouth PA

Sport Roadster

Plymouth: A Celebration of Innovations PY 256

Kem and Sheila Jones

Tottenham, ONT

1932 Plymouth PB

Convertible Sedan

Plymouth: A Celebration of Innovations **PY 249**

Leonard "Keith" Hensley

Farmingotn Hills, MI

1932 Plymouth PB

Cabriolet by Briggs Mfg. 534-1505

Plymouth: A Celebration of Innovations PY 229

Daniel K. Hanlon

North Canton, OH

1940 Packard 180 Custom

Convertible Sedan by Derham

American Packard

AP 378

Lyn and Gene Osborne

Castle Rock, CO

1934 Packard Super 8

Coupe Roadster

American Packard **AP 253**

Franklin D. Roosevelt was elected President in November, 1932. With the depression raging, in January 1933 Packard introduced the all new Super 8 models in hopes of increasing sales in the slightly lower priced market. This is a prime example of a 1934 Super 8 Coupe Roadster. This model shared the same body as the higher priced Model Twelves.
In 1932 Packard hired Alexis de Sakhnoffsky as a consulting art director. The 1934 models would be known to be among his most striking designs, with the Coupe Roadster offering numrous unique features.
A “false” hood was used to create an appearance of extended length, while the rear mounted spare would enhance this look. This unusual rear mount would allow one to view the elegant long sweeping front fenders without the interruption of side mount spares.
The current owners of this Coupe Roadster acquired it in 2013. It was then delivered to a prominent craftsman who would undertake a meticulous 4-year restoration. Each component was carefully removed and painstakingly restored with an emphasis on originality. This would include all of the wood components, with each and every panel restored to perfection. This is a prime example that has been restored to its original beauty and style.

Gordon Rinschler

Birmingham, MI

1930 Indian 402 Indian-Four

Motorcycle **MC 260**

Indian is a brand of American motorcycles that were originally produced from 1901 to 1953 in Springfield, Massachusetts. In the beginning, the Hendee Manufacturing Company produced the motorcycles. In 1928, the name was formally changed to the Indian Motorcycle Manufacturing Company.

Racing was always a priority for Indian, and their factory team took the first three places in the 1911 Isle of Man Tourist Trophy event. During the 1910s, Indian became the largest manufacturer of motorcycles in the world. Their most popular and recognized models were the Scout, produced from 1920 to 1946, and the Chief, which was built from 1922 until 1953. Eventually in late 1953, the Indian Motorcycle Manufacturing Company went bankrupt.

In 1927 the Indian Motorcycle Company purchased the ACE Motorcycle Company to expand their lineup into the luxury four cylinder motorcycle market. Starting with re-badged ACE motorcycles, they eventually produced their own design known as the model 401 in 1928. After suffering from structural issues, the 401 was quickly replaced by the much improved Model 402 in 1929.

The Model 402 features several notable changes to the engine, which retained the Henderson Ace's basic architecture right up to 1936. Indian Fours would continue to be built until production ended in 1942, making it America's last four-cylinder motorcycle at the time.

This prime example of an Indian Model 402 has been mechanically refurbished and is ridden and enjoyed on a regular basis.

Gordon Rinschler

Birmingham, MI

1940 Indian Sports Scout

Motorcycle

MC 259

Indian is a brand of American motorcycles that were originally produced from 1901 to 1953 in Springfield, Massachusetts. In the beginning, the Hendee Manufacturing Company produced the motorcycles. In 1928, the name was formally changed to the Indian Motorcycle Manufacturing Company.

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The Scout model rivaled the Chief as Indian's most significant model. A second line of Scouts was introduced in 1932 alongside the Standard Scout. This model shared its frame with the Chief and the Four. The Sport Scout was introduced in 1934 and would be continued until the end of civilian production in 1942. It featured the lightweight “Keystone” frame, alloy cylinder heads and improved carburetion. It was considered a prime choice for racing, hill climbs and for building “Bobbers” as seen here.

Returning G.I.’s would often modify these bikes after seeing the lighter British bikes of the era. This prime example of a modified early “Bobber” was discovered locally in pieces and has been faithfully resurrected.

Off Brothers Collection

Richland, MI

1915 Stanley Mountain Wagon

Steam Cars

ST 296

Donald Bernstein

Clarks Summit, PA

1939 Bugatti T57

Cabriolet by Letourneur

Bugatti **BG 360**

Lee Jacobsen

Dearborn, MI

1938 MG SA

Tickford Drophead Foursome by Salmon and Sons

European Classic **J 250**

MG, acronym for Morris Garages, began as a British sports car manufacturer in the 1920s. While known for its two-seat open sports cars, MG also produced sedans and coupés. MG became a division of BMC in 1967, and later part of the British Leyland Motor Corporation. By 2000 it was part of the MG Rover Group, which went bankrupt in 2005. The assets and MG brand were purchased by SAIC. During the 1950s, 60s and 70s, MG offered affordable sporty cars to the masses.

The MG SA is a sporting sedan produced by MG from 1936 to 1939. Planned was an advanced performance sedan to compete with SS Cars (Jaguar) and Bentley. A prototype was built, but when MG and Morris merged in 1935 development stopped. The project restarted, but what emerged was a more conventional car. The car used a tuned version of a six-cylinder 2.0 liter Morris engine, enlarged to 2.3L with twin SU carburetors. The four speed manual gearbox has synchromesh on the top two gears. Wire wheels were fitted along with hydraulically operated drum brakes. Interesting is the built in Jackall jacking system. The body was made in-house by Morris and is a spacious four-door with traditional MG appearance. In April 1936 the Tickford drophead coupé by Salmons was introduced.

This particular car was painstakingly and accurately restored by its present owner. Just 93 MG SA Tickfords are known to survive worldwide, and this is one of the few in driving condition.

Ed and Dorothy DeVries

Grand Rapids, MI

1935 Cadillac 355-D Series 20

Convertible Sedan by Fisher Body

American Classic Open

G 267

Toronto, ONT

1928 Sterns Knight H-8

Convertible Coupe

American Classic Open **G**

Dr. Randy B. Hayward

Ferndale, MI

1925 Henderson Deluxe

Inline 4 Cylinder

Motorcycle **MC 331**

This 1925 Henderson Deluxe Four Cylinder motorcycle was the largest and fastest motorcycle of its time. It could reach speeds of over 100 miles per hour.

The four cylinder Henderson motorcycles were produced from 1912 to 1931, and fall into one of two categories, Detroit Henderson or Chicago Henderson. The Detroit Hendersons were produced from 1912 to 1917 in Detroit, Michigan. The site of the original factory, 268 Jefferson Avenue, Detroit, Michigan is now home to the iconic Renaissance Center. In 1917, the Henderson Motorcycle Company was purchased by Ignaz Schwinn, and moved to Chicago, Illinois.

This 1925 Chicago Henderson, having been manufactured in Chicago, is a Police motorcycle. The rare tank clutch lever is a clear giveaway. This lever allowed the Police Officer to hold the clutch in a neutral position, thereby allowing him to keep his left foot on the ground while the bike was at a standstill. The 28 horsepower, 1,300 cubic centimeter air-cooled inline four cylinder engine was favored by Police Departments, “because they were faster than anything else on the road.”

The restoration of this Henderson has been a long and grueling process. Vintage Four Cylinder motorcycles were considered exotic during their day, even when there were numerous mechanics to repair them. They are even more exotic today given the limited number of people who are qualified to repair and restore them.

Kevin Cogan

Louisville, KY

1961 Ferrari 400 Super America

Coupe by Pininfarina

Sports Car Post 1959 **P2 241**

Ferrari needs little introduction in the automotive world. As the premier manufacturer of luxurious and performance sporting cars, they defined the term “supercar”. Founded by Enzo Ferrari in 1939 out of Alfa Romeo's race division as Auto Avio Construzioni, they built their first car in 1940. The first Ferrari-badged car was completed in 1947. Fiat bought into Ferrari beginning in 1969, owning as much as 90% by 1988. Spun off started in 2015, where 90% of Ferrari was distributed to Fiat-Chrysler shareholders while Enzo’s son Piero retains the remaining 10%.

Ferrari America is a series of top-end Ferrari models built from 1950 through 1967. They are large GT’s with V12 engines, some with custom coachwork.

All America models feature a front engine, live axle, and worm and roller steering. Two of the series, the 400 and the 410, were called Superamerica.

Debuting in 1959, the 400 had the 340 horsepower 4 liter SOHC Colombo engine and 4-wheel disc brakes. It was offered as a coupe, spider, or cabriolet with custom Pininfarina bodywork. 47 Ferrari 400s were built in two series. 32 were the coupé aerodinamico variant. Series I coupés had an open hood air scoop, and series II cars had a covered scoop and longer wheelbase.

This particular Series I coupé aerodinamico is one of just 17 produced. Completed in September 1961, it is presented in fully restored condition, with original smoke grey paint color and red Connolly leather interior.

Kevin Cogan

Louisville, KY

1965 Ferrari 275GTB

Coupe by Pininfarina

Sports Car Post 1959

P2 242

Ferrari needs little introduction in the automotive world. As the premier manufacturer of luxurious and performance sporting cars, they defined the term “supercar”. Founded by Enzo Ferrari in 1939 out of Alfa Romeo's race division as Auto Avio Construzioni, they built their first car in 1940. The first Ferrari-badged car was completed in 1947. Fiat bought into Ferrari beginning in 1969, owning as much as 90% by 1988. Spun off started in 2015, where 90% of Ferrari was distributed to Fiat-Chrysler shareholders while Enzo’s son Piero retains the remaining 10%.

The Ferrari 275’s are two-seat front-engine V12 automobiles produced in GT, roadster, and spyder form between 1964 and 1968. The first Ferrari to be equipped with a transaxle, the 275 is powered by the 3.3 liter Colombo 60° V12 engine that produces 280-300 hp. Pininfarina designed the GT and roadster bodies.

The 275 GTB variant was the GT (gran turismo) produced between 1964 and 1968. The standard 275 GTB coupe was produced by Scaglietti and was available with 3 or 6 Weber twin-choke carburetors. It is more of a pure sports car than the GT name suggests. 80 cars were built with an aluminum body instead of the standard steel body. A Series II version with a longer nose appeared in 1965.

This particular Series I coupé is a short-nose version. It features three Weber DCZ carbs and Campagnolo wheels. It was originally sold new in Italy in February, 1965.

LBI Limited

Pontiac, MI

1934 Bugatti T57

Stelvio early design by Gangloff

Bugatti **BG 343**

This 1934 Bugatti Type 57 Stelvio by Gangloff is incredibly original. An early example, it had the same family ownership for many years.
This car was hidden away by the original owner in France during World War II under a hay pile in a barn. It is believed that this is the only reason it was able to survive.
Upon discovery after the war and with the assistance of Bob Baer, it was acquired by a CIA agent named David Meize who was stationed in Europe. Mr. Meize was an active Bugatti Club member and would hold on to the car for many years. He would then sell the car to a Mr. John Risch, Sr., a fellow Bugatti Club member. It was kept in the Risch family until 1964.
This car has been carefully stored in a climate controlled environment and had not seen the light of day for over 25 years. A coming out at 2016 Pebble Beach Concours D'Elegance was the first showing, where it received a significant award in the Pre-War Preservation class.
Wearing nearly all of its original paint and interior upholstery, it has been lovingly preserved. It has always been in the hands of meticulous, mindful collectors who clearly understand the significance of its originality.
As is often said, it is only original once, and with a mere 36,000 kilometers on the odometer, it stands among the finest examples of an original Pre-War Bugatti known to exist.

America's Packard Museum

Dayton, OH

1914 Packard 1-48

Runabout

Gas Light Class

A 359

Off Brothers Collection

Richland, MI

1931 Rolls Royce 20-25

Drop Head Coupe by Woblaufer

European Classic **J 297**

The 20/25 got its unusual name when the British government decided, more than a century ago, to allow the use of self-propelled vehicles on its roads, and devised a system of taxation for their use. It was agreed to base the tax rates on a formula that considered such factors as the engine's number of cylinders and their bore (but interestingly, not their stroke), and some other physical dimensions as well. The resulting arbitrary calculation produced a number that was considered the vehicle's taxable horsepower, which was then used to determine the annual road use tax.

The tax brackets were divided by single whole horsepower increments up to and including twenty. This covered the vast majority of the cars on the road at that time, and for some time after. Beyond twenty taxable horsepower, the brackets were divided into larger segments, the next being the one for twenty to twenty-five taxable horsepower (20/25), then 25/30, etc. with 40/50 being one of the largest, if not the largest, categories.

In the pre-war era, Rolls-Royce Motor Cars, Ltd. did not make complete cars. In that era, when a wealthy buyer decided to own a Rolls-Royce, he or she selected the coachbuilder of their choice and then chose the car’s body styling from a wide variety of offerings from that coachbuilder’s catalogue. This current body on this chassis is by Carrosserie Worblaufen, a Swiss coachbuilder, which was a rare choice on a Rolls-Royce.

Roger Melton

Bloomfiled Village, MI

1919 Stearns Knight SKL - 4

7 Passenger Touring

Jazz Age **B 347**

Chagrin Falls, OH

1919 Cleveland

Motorcycle **MC**

David Norgrove

Oxford, MI

1927 Harley Davidson J Model

Competition

Motorcycle

MC 306

In 1901 a young man named William S. Harley created a blueprint drawing for an engine designed to fit into a bicycle. Two years later, he joined forces with a guy named Arthur Davidson to create the first Harley-Davidson motorcycle. Built to race, their bike was built in a 10 x 15' shed with the words Harley Davidson Motor Company scrolled on the door. Who would know what the future would bring?

With racing always a priority, the partners would create reliable and fast motorcycles that garnered a considerable amount of attention. In 1909, the launch of the new V-Twin engine would create a design that would prove to be iconic. With the 45 degree V-twin design and distinctive sound, Harley-Davidson would quickly be recognized and revered worldwide.

The ongoing evolution of the V-Twin design led to Harley-Davidson becoming the world's largest motorcycle manufacturer by 1920. By this point, they had more than 2,000 dealerships in 67 countries.

Throughout the years, racing was always at the forefront. What you are looking at now is a 1927 J model racer that has been modified with period correct performance parts. With the 61 cubic inch engine and a variety of race inspired parts, it could be considered a "weekend warrior" that might have raced in the late 20's and early 30's on the local dirt track. Additional modifications include the factory styled race handlebars and seat, large diameter wheels and the "bobbed" rear fender.

Dr. Randy B. Hayward

Ferndale, MI

1969 Triumph Bonneville

Board Tracker by Knight Cycle Works

Motorcycle **MC 329**

This 1969 Triumph was commissioned for my company, Detroit Antique Motorcycles, to be built to resemble a Board Track racing motorcycle. The builder, Knight Cycle Works used a 1922 Brough Superior SS80 as the inspiration to create this unique, one of a kind, Triumph Bonneville.

The platform, a T120 Triumph, is a splendid motorcycle in its own right. Having proven its racing prowess during the 1969 Isle of Man TT race with a victory.

As a collector, one motorcycle that I would love to have is a Brough Superior. Just a decade ago a restored Brough SS80 could have been purchased for $50,000 dollars. Today, that same bike would require an investment of $200,000 dollars. Once purchased, I have no doubt that I would be leery of riding such a high priced, complicated riding motorcycle. So, the next best option is to have a custom bike built to resemble a Brough, but with modern stopping power and touches that set it apart from any other bike on the road. Basically, a rolling piece of Art. As a throwback to a time when vehicles where not only built as forms of transportations, but as works of art, this Triumph meets those two standards.

Custom parts include frame, handlebars, seat pan, oil tank, and gas tanks. As if being fitted for a tailored made dress suit, this custom Triumph was designed and hand built to fit my height, and reach.

Patrick Knight

Flint, MI

1979 Triumph Bonneville

Motorcycle

MC 325

Shelby Township, MI

1952 Harley Davidson Pan Head

Motorcycle **MC**

George W. Davidson

Louisville, KY

1930 Bugatti T35B

GP by Bugatti

Bugatti

BG 248

Dan and Carol Ostwick

Gladwin, MI

1965 AMC Ambassador

Convertible by AMC

American Post War **M1 243**

It is true that many think that AMC stood for “all makes combined” but that really isn’t true. Although the American Motors company did utilize a variety of components sourced through other companies, this was actually a common practice in the 50’s and 60’s. In the case of this car, the ignition system was supplied by Delco, (GM), the charging system is from Motorola, the automatic transmission was produced by Borg Warner and the carburetor by Holley.

This Ambassador convertible is one of just 3,499 produced and it represents the top of the line. Powered by a 327 cubic inch engine that is certainly not built by Chevrolet, it produces a healthy 270 horsepower. The high compression V8 engine offers plenty of go, thanks to that Holley carb.

The Ambassador nameplate was used continuously from 1927 until 1974. When discontinued in ‘74, Ambassador was the longest continuously used nameplate in automotive history. Most Ambassador models, including this one, were assembled in Kenosha, Wisconsin. They were also built in Brampton, Ontario from 1963 to 1966.

What most don’t know is that Australian Motor Industries (AMI) assembled Ambassadors from knock-down kits with right-hand drive and a handful of Ambassadors were produced by Industrias Kaiser Argentina in Córdoba, Argentina from 1965 to 1972.

The owner of this prime example was an AMC dealership employee from 1964-1989. He searched for this car for years and has lovingly preserved it in mostly original condition.

David W. Johnson

Salem, OH

1938 Packard

Convertible Coupe

American Packard

AP 244

John McMullen

Lapeer, MI

1911 Thomas Flyer K-6 70

Flyabout by Thomas

Gas Light Class **A 252**

The Thomas Motor Company was founded in 1900 by Edwin Ross Thomas. They built automobiles in Buffalo, New York from 1903-1918 and certainly left their mark. The Thomas automobiles were among the most powerful and luxurious cars of the day.

A Thomas Flyer Model K-6-70 similar to this one won the famous New York to Paris race in 1908. That car was delivered directly to the race with no modifications or special preparation. The first leg of the journey took them from New York all the way to San Francisco. From there the cars were loaded onto a ship en route to Alaska and then on to Siberia. Upon arrival, they would then venture on to Paris, eventually covering 22,000 miles in 169 days.

This K-6-70 Flyabout is powered by a huge 12.8 liter, six cylinder engine that produces 72 horsepower. The wheelbase measures 140 inches, making this a truly stately touring car. Additional features include a three-disc clutch, a four-speed sliding gear transmission and dual chain drive that puts the power to the road. An integral differential splits the drive to the dual chains.

The Model K-6-70 with touring coachwork cost about $6,000 when new. The current owner purchased this car in 2004, complete but unassembled. An extensive restoration took slightly over a year, and it is currently one of only two known to exist.

Jim and Kathy Huizenga

Grand Rapids, MI

1979 Porsche 924 D Production (933)

Coupe

Porsche Werks **PR 235**

Porsche created the factory 924 D production (DP) to compete in the United States SCCA championship series. The program was a success as the 924 DP won the championship in 1980 and 1981 before rules changes made them ineligible to compete further and dominate the series.

The 924 DP cars were known internally as the 933 and only 16 chassis were produced, making this one the rarest cars Porsche ever made. They were unable to be sold as completed cars so they arrived in 3 large boxes and had to be assembled after arriving in the United States.

This is car number 14 and it is presented in factory correct condition, with a multitude of original factory race components and modifications intact. This particular car was first owned by Bob Holbert who began assembly. It was later sold to Vasek Polak. The car ended up in cold storage until 2012, when it was recovered and completely restored in Germany.

The 924 DP was designed using a litany of period factory tricks, and the end result is far removed from the street going 924.

Factory modifications include lightweight fiberglass components, a roll cage and a lightened chassis with Plexiglas hatch and windows, full coil-over suspension, mechanical fuel injection, side exhaust, dry sump oil system, snail shell transmission with factory LSD, 935 race seat and harness, a full gauge package including 10K tachometer and three piece magnesium race wheels.

Naples, FL

1971 Porsche 908/3

Porsche Werks

PR

Naples, FL

1967 Porsche 910/6

Porsche Werks

PR

Classic Car Club of America Museum

Hickory Corners, MI

1936 Buick 80C

Convertible Phaeton by Fisher

American Classic Open **G 273**

This magnificent motor car with Coachwork by Fisher was the result of a decision made by Buick President Harlow Curtis. He realized that Buick needed a luxury car to compete with the best from Cadillac, Packard, and Lincoln. The Model 80C Roadmaster was introduced in 1936 with such classic touches as hydraulic brakes, independent front suspension, a rakish V-windscreen and bullet headlights. Only 1,064 of these convertible phaetons were produced in 1936.

The long hood of the Roadmaster made it clear that power came from a straight-eight engine. In the case of the Model 80, it was a 320 cubic inch overhead-valve unit producing 130 horsepower with loads of torque. It was mated to a three-speed manual transmission with a floor-mounted gearshift lever. The chassis was fitted with General Motor's "Knee-Action" independent front suspension and solid rear axle. Hydraulic drum brakes were fitted at all corners.

In 1936, the Roadmaster offered a lot of car for the money. Available in two body styles, a 6-passenger Sedan and a Convertible Phaeton, the price range began at $1,255 for the former and climbed to $1,565 for the latter.

This special car was generously donated to the Classic Car Club of America Museum by John and Christiane Beebe.

Team Penske

Auburn Hills, MI

1974 Porsche 911 Carrera RSR

Porsche Werks

PR 393

Lee Belf

Bloomfield Hills, MI

1911 Oldsmobile Limited

7 Passenger Touring by Oldsmobile

Gas Light Class **A 381**

What you are looking at is a 1911 Oldsmobile Limited Touring Car with seating for seven. It features a folding covered top and a large windshield which protects the driver and passengers from the elements. It also has a side-mounted spare tire and exceptionally large tires. To assist in getting into the vehicle, there are running boards which act as steps to allow easy entry. It sits on a 138” wheelbase and is one of the larger Brass Era cars. It has a huge 707 cubic inch 60 horsepower six-cylinder T-head engine which provides plenty of power.

A four-speed manual transmission puts the power to the ground, and it also features a reverse gear. It also has an internal expanding rear-wheel hand brake and external contracting on the rear wheels. It has, advanced for its time, front semi-elliptic leaf springs with rear three quarter-elliptic leaf springs along with front and rear Hartford Shock absorbers.

It is believed that only 159 1911 Oldsmobile Touring Cars were originally built. This particular example has been fully restored to its original glory and has been in the same family since the early fifties. It is one of just a few that are currently in private hands and is certainly a prime example of a truly magnificent Brass Era automobile.

Terry and Rita Ernest

Port Huron, MI

1912 Havers 6-44

Touring

Gas Light Class **A 263**

There were many cars that came out of the Detroit area, including the Havers automobiles, which were built in Port Huron. Michigan. The Havers Company started in Port Huron in the spring of 1910 by brothers Fred and Ernest Havers. Their first cars were built in a plant that formerly housed the Port Huron Engine and Thresher Company. Several years later they relocated to another Port Huron facility which was formerly used as a factory for the E-M-F automobile.

The first production Havers vehicles were sold in 1911. Named the Six-44, they had six-cylinder engines that produced 44 horsepower and rode on a 115" wheelbase. In 1912, the wheelbase grew to 122-inches.
Advertised as the "big man's automobile" and "A car as good as it looks", Havers were built from 1910 through July of 1914 when a tragic fire completely destroyed the factory.
Havers automobiles were quite conventional in design, except that they featured the considerably longer chassis for the time, thus the advertising claims. One of the unique features is the Prestolite tank that holds the Acetylene gas self-starter. This rare feature pre-dates the electric starter and made these cars quite desirable.
This particular Havers 6-44 touring, one of just three known to exist, found fleeting fame when it was used in the 1964 film The Unsinkable Molly Brown. The title character, played by Debbie Reynolds, actually drove this car in several scenes.

Susan and Wayne Simonson

Ray, MI

1963 Plymouth Sport Fury

Convertible

Plymouth - A celebration of innovation **PY 307**

Port Huron, MI

1922 Wills St. Clair

Jazz Age

B

Steven F. Nitti

Scandia, MN

1966 Plymouth Barracuda

A Body by Plymouth

Plymouth - A celebration of innovation **PY 271**

Daniel Burkitt

Cornell, IL

1929 Buick Model 50

4 Door Sedan

American Popular **E 277**

Buick is one of the oldest automobile brands in the world, and the oldest in the United States. The first two Buicks were built in 1899 and 1900.

In 1929 Buick unveiled all new body designs. It also marked the celebration of their 25th Anniversary. This 1929 Model 50 seven passenger sedan is a rare survivor of the 8,058 produced in the United States. Restored with its original color palette of classic blue and black with a venetian blue accent color, this car is strikingly elegant. It is powered by an inline six cylinder – overhead valve engine.

The original owner was Edward W. Powell from Luz County, Pennsylvania. The car was taken off the road in 1940 but remained with the same family until 1963. It was then purchased by Howard A. Smith of Wapwaloper, Pennsylvania. He intended to do a restoration but instead, it remained untouched and was garage kept until 2010. Finally, in July of 2013 it was purchased by its current owner who completed a full restoration.

This car required a complete frame off restoration that took five years to bring it back to its original glory. From start to finish, the owner personally handled all of the restoration work.

Mark Silvernail

Owosso, MI

1930 Harley Davidson Model D

V Twin by Harley Davidson

Motorcycle **MC 330**

Tom J. Brewer

North Pekin, IL

1935 Indian Chief

Motorcycle

MC 345

Rick Stone

Fort Gratiot, MI

1956 Plymouth Belvedere

Convertible by Chrysler Corp.

Plymouth: A Celebration of Innovations PY 312

Gary Fredritz

Cary, OH

1975 Plymouth Duster

Coupe

Plymouth: A Celebration of Innovations PY 270

Larry Miller

Plymouth, MI

1970 Plymouth Fury III

Convertible

Plymouth: A Celebration of Innovations **PY 338**

Mark Lieberman

Auburn Hills, MI

1950 Talbot Lago T-26

Cabriolet

European Postwar **Q 333**

In 1934 a gentleman named Joseph Figoni would work with Anthony Lago to design a line of prestigious bodies for Talbot-Lago. The postwar Record model was the final evolution of these beautiful designs, tastefully updated by noted designer Carlo Delaisse. The Record chassis was also available to the trade. Featuring fully independent suspension and coil springs, it offered superb handling.

In October 1946, Talbot-Lago had a small display located behind Peugeot at the annual Paris Salon. The brand new Model T-46 was shown for the very first time. Offered in four body styles including a convertible, it was a show stopper. This prime example, Number 101001, is the actual car that was featured at the 1949 Paris Auto Salon. It features the rare and desirable coach-built T26 Cabriolet body by Antem.

Powered by a smooth and powerful 4,482 cubic centimeter inline six cylinder engine, it has twin Zenith-Stromberg carburetors. Backed by a trademark pre-selector Wilson gearbox, it is a pure joy to drive, especially compared to the long throw and slow shifting gear boxes that were common at the time.

The beautiful engine features polished Art Deco valve covers that work in unison with the sleek styling of the body. The semi pontoon fenders make a bold statement and blend smoothly with the Ventiport inspired air vents.

The overall effect of these Antem bodies offers exceptionally smooth and timeless styling. This is certainly an example of one of the finest Talbot-Lagos in existence.

Scott Minch

Livonia, MI

2005 Ford GT GT40

2 Door by Ford Motor Company

Super Car Class **SC 268**

Ron and Donna Turner

Waterford, MI

2018 Vaydor

Custom Exotic by Custom Crafted Cars

Super Car Class **SC 264**

Doug and Nancy Phend

Clarkston, MI

2013 Mercedes AMG SL 65

Convertible

Super Car Class **SC 266**

Leon and Ileana Lewis

Canton, MI

2018 Lamborghini Huracan

Performonte Coupe

Super Car Class **SC 262**

Gregory Bowden

St. Clair Shores, MI

1939 Harley Davidson

El Knucklehead Motorcycle

Motorcycle

MC 324

Kevin Fleck

Canton, MI

1913 Cole Series Nine 50

Touring

Gaslight **A 265**

The Cole Motor Car Company was an early automobile manufacturer based in Indianapolis, Indiana. Cole automobiles were produced from 1909 until 1925. They are prestigious luxury cars and they are often credited as being a pioneer of the V-8 engine.

The Series Nine Cole as seen here is considered to be among the most aristocratic automobiles ever built. They were called “A Diamond of First Quality” by the founder of the Cole Motor Car company, J.J. Cole.

In 1913, the Cole automobiles received a mid-year refresh. They transitioned from the Series Eight to the Series Nine with a switch from right hand to left hand drive. An all new advertising campaign was also launched, calling them the “Standardized Car.” This name had nothing to do with the price, as this model originally cost over $2,000 when introduced. The emphasis was actually on the production of cars that utilized consistent components obtained from the very best suppliers.

The Series Nine was offered in four body styles with a choice of 4 or 6 cylinder power plants. This car was well preserved and was actually owned by the Cole family. It was obtained by a collector who was able to purchase several Cole automobiles that came right out of the basement of the Cole manufacturing facility.

In 2005 this car received a sensitive restoration. It then spent 13 years in the Haynes Apperson Automotive Museum outside of Indianapolis.

Tom Griffith

Verona, WI

1931 Packard 840

Convertible Coupe

American Packard

AP 295

David Haddad

Rochester Hills, MI

2016 Lamborghini LP 610 4 Huracan

Coupe by Lamborghini

Super Cars **SC 341**

James Holland

Birmingham, MI

2017 Ford GT

Coupe

Super Cars

SC 301

South Bend, IN

1958 Packard Hawk

American Post War

M1

James Eby

Reddington Beach, FL

1919 Franklin 9B

Touring by Walker Body Company

Jazz Age

B 302

Chris P. Theodore

Birmingham, MI

2004 Ford Shelby

Roadster by Ford

Special Display

SD 303

Jim Adams Plate - TP - 312

Mayerthorpe, Alberta

1966 Chevrolet Biscayne

Two Door Sedan by Fisher Body

Special Display **SD 319**

What you are looking at is a real-deal factory built Police Pursuit car. Originally ordered as a special services vehicle, it has a wide variety of unique options.
The current owner of this car was not looking for a police car when he purchased it. Found while searching for another project car, the seller insisted that two cars would have to be purchased together to make the deal. After having a ’66 Chevrolet expert inspect both cars, it was found that this one, assumed to be the parts car, was in fact a factory built pursuit car. The correct police speedometer, which measures in 2 mile per hour increments along with a full matching numbers drive train made the find even better.
Although the body was very rough, the decision was made to save both cars. A full restoration was commissioned, with parts gathered from across the country and Canada. Factory blueprints for the police application wiring harness was obtained, as was all of the necessary police equipment. The period correct radio, whip antenna, siren, flasher and even the rare switch that allows the headlights to flash intermittently were found and installed.
During the restoration, the owner of a similar Ford patrol car was contacted to assist with obtaining the proper Tennessee patrol car decals. Research also revealed that this car was most likely used in the 1967 movie Hell on Wheels, starring Marty Robbins and John Ashley.

Jason Unger

Birmingham, MI

2017 Alfa Romeo 4C

Spider

Super Cars **SC 363**

The Alfa Romeo re-introduction to the North American market has been a long awaited return by all enthusiasts of the brand. The very limited 8C model started this process in the 2007 model year for a very low production run. In the 2015 model year, Alfa came back again with the introduction of the 4C model. Styling was influenced by the amazing 1967 Alfa Romeo 33 Stradale, which is considered by many to be one of the most beautiful automobiles ever made.

This Alfa Romeo 4C Spider, wearing Rosso Competizione Tri-color paint, is a study in lightness. Construction began with a full carbon fiber tub chassis by Adler Plastics and then the car is largely hand-built in the Maserati Factory in Modena Italy. Each material and the inclusion or exclusion of functions was determined based on the impact of weight. This 237 horsepower car has a total curb weight of a mere 2,487 pounds, giving it a very trackable and impressive power-to-weight ratio.

An Alfa Romeo 4C holds the Nurburgring Lap Record for production cars with less than 247 horsepower.

This car was specified with the optional Track Package which includes a race-tuned suspension, a leather-trimmed interior and a Sport Exhaust (muffler delete) system. This 4C Spider is enjoyed as frequently as possible, sharing time on local roads, road trips across Canada and the U.S. and on local racetracks.

Stahl's Automotive Foundation

Chesterfield, MI

1934 Hupmobile T-427

4 Door Sedan by Loewy-Northup

American Popular **E 313**

Robert Hupp, who worked for a number of automobile companies in the early 1900's, started his own company. His first automobile was shown at the Detroit Auto Show in 1909. Though the great depression took down a number of automobile companies, Hupp survived.

In 1932, Hupp came out with "form fitting fenders" with the help of designer Raymond Loewy. The Hupmobile Aerodynamic was considered the most dramatically designed Hupmobile and was largely designed by Loewy and Amos Northup. Surprisingly, the Aerodynamic was not well received and was redesigned for the 1936 model year.

The model incorporated a number of innovations including the three piece windshield, built in headlights, and a "Continental" kit. But, the die had been cast and sales went downhill. In partnership with Graham-Paige, and using dies from Cord, the company produced the Hupmobile Skylark, and with only 319 sold, ceased production in 1939.

This Model 427-T was the flagship model for 1934, featuring advanced aerodynamic styling coupled with Hupmobile's proven 8-cylinder engine. The 427-T was the most powerful model producing 115 horsepower. It rides on the long 127" wheelbase chassis.

This Hupmobile cost $2,150.00 when new in 1934, which today equates to $40,808.00.

Mary and Ted Stahl

Chesterfield, MI

1938 Mercedes Benz Cabriolet B

Cabriolet B

European Classic **J 315**

Mercedes-Benz is one of the world's most recognized names; a division of the German company Daimler AG. The brand is known for luxury vehicles, buses, and trucks. The name appeared in 1926 with the merger of the firms of Gottlieb Daimler and Karl Benz. Benz's 1886 Benz Patent-Motorwagen, is regarded as the first gasoline-powered automobile.

The Mercedes-Benz W142 (Type 320) is a passenger car introduced in February 1937. The car was known by its name Type 320 during production and service, but today is commonly referred to using the Mercedes-Benz works number W142, giving it a more specific nomenclature.

Like many cars of the era, it was available in a number of body styles, including short and long wheelbase, limousine, "tourenwagen", roadster, four cabriolets and more. The car features the straight six-cylinder 3.2 liter M142 motor, producing 77 horsepower at 4,000 rpm. Top speed is 81 miles per hour. Power is delivered to the rear wheels via a four-speed manual synchromesh transmission, unusual for the era. Brakes are hydraulic on all four wheels. The suspension is from the W18 with a swing axle at the rear and a central transverse leaf spring and coil springs beside the wheels at the front.

This example is a Cabriolet B, which features two doors, four seats and four side windows. It is "numbers matching" and features "autobahn gearing", a mechanical overdrive operated by a separate floor lever. The original jack and associated tools have also survived and are fitted to the firewall.

David Duthu

Seabrook, TX

1925 Bugatti T35

Grand Prix by Bugatti

Bugatti

BG 279

Steve Olmsted

Okemos, MI

2015 BMW i8

Coupe

Super Car **SC 355**

The BMW i8 was first introduced to the public as the BMW Concept Vision Efficient Dynamics in 2009 at the International Motor Show in Germany as a turbo-diesel plug-in hybrid.

The radical futuristic styling was penned by Mario Majdandzic and it was heavily used in promotional spots by the automaker. The car was then shown again in a revised form as the i8 Concept in 2011. This time, the engine was changed to a 3-cylinder turbocharged gasoline configuration. The original lines of the vehicle were largely intact. Media exposure continued by its appearance in the movie Mission: Impossible – Ghost Protocol.

Public excitement was high when it was announced that the i8 would go into production for the 2015 model year. For the production version, the design was updated by Benoit Jacob and revealed at the 2013 International Motor Show in Germany. In production form, the turbocharged 1.5 liter 3-cylinder gasoline engine produces 220 horsepower, powering the rear axle and it is combined with a 129 horsepower electric motor in the front providing an all-wheel drive configuration.

Performance is quite impressive with 0-60 miles per hour coming in 3.6 seconds. It is also rated to achieve as much as 80 miles per gallon. Who said hybrids aren't amazing driving machines?

Audrey W. Flener

Plymouth, MI

2018 BMW HP4 Race

Motorcycle by BMW

Super Car **SC 386**

The HP4 RACE is more than the sum of its parts. This bike is pure emotion. From the development right up to the racetrack, passion is what has made this race bike what it is-an innovative driver designed to push the limits. The HP bike is the first motorcycle in the world to offer a full carbon frame and full carbon wheels. With 215 horsepower, it weighs in at just 322 pounds. This is a handmade dream come true for 750 enthusiasts.

Built in Berlin, Germany, the HP4 RACE engine utilizes an enhanced version of the engine from the long-distance WM and the World SBK. The maximum rotational speed was increased to 14,500 rpm. The maximum torque rating is of 88 lb-ft at 10,000 rpm.

It uses four pistons that are paired and optimized for withstanding the increased rotational speeds and loads. The maximum regulated oil pressure of the oil pump was reduced and, in combination with thin-bodied 0W40 oil, generates significantly less power loss.

Brake performance is at the top level. The Brembo GP 4 PR brake caliper is well-known from Moto GP. It encompasses a T-floated racing brake disc with a diameter of 320 mm. With a thickness of 6.75 mm, it can withstand the highest loads. The monobloc brake caliper is particularly temperature resistant and the reduced-friction titanium pistons round off the brake system.

Jeff Koenig

Commerce Twp, MI

2018 BMW Grand America Tourer

Motorcycle

Super Car **SC 384**

With a long, teardrop-shaped silhouette and a deep, laid-back seat height, the Grand America is a premium luxurious touring bike. It features a 6-cylinder in-line engine with powerful thrust and smooth performance.
This fully-equipped touring bike gets you closer to the road than you ever thought possible, without compromising riding pleasure or comfort. Always ready to go the extra mile, the legendary 6-cylinder in-line engine triumphs with an unparalleled smoothness and impressive power.
The design and many features are on another level. From the sleek windshield to the distinctive rear with enough space for two passengers, all the way to the easy-to-use top case and backrest. There's an understated cool about the Bagger. The Grand America makes the horizon seem boundless—and yet within reach.
The engine is a liquid cooled, 4-stroke in-line 6-cylinder with four valves per cylinder, double overhead camshafts, dry sump lubrication and electronic fuel injection with a ride-by-wire throttle system.
The engine capacity of 1,649 cubic centimeters has a rated output of 160 horsepower at 7,750 rpm with maximum torque of 129 lb-ft at 5,250 rpm with a compression ratio 12.2 :1.

Kirk Groesbeck

Milford, MI

2018 BMW R9T Urban GS

Motorcycle by BMW

Super Car **SC 385**

The design of the R nineT Urban G/S is eye-catching. Distinctive stylistic elements make it a powerful, robust bike that pays tribute to the original G/S design: the 19-inch front wheel, the telescopic fork with the familiar bellows, the headlamp mask with the windscreen and the raised front-wheel cover define the front of the bike. White body elements and the narrow, slightly longer red seat invoke the spirit of the legendary R 80 G/S from 1980.
The R nineT Urban G/S is faithful to tradition with its looks, but the bike shows equal respect for the present with its modern technology. The powerful air-cooled, two-cylinder boxer engine features a capacity of 1170 cubic centimeters. The standard Brembo brakes with ABS and optional Automatic Stability Control help confidence in a range of riding conditions. The engine features the balance shaft, four valves per cylinder, double overhead camshaft, electronic fuel injection and a wet sump lubrication system with a capacity 1,170 cc. The motor has a rated output of 110 horsepower at 7,750 rpm with maximum torque of 86 lb-ft at 6,000 rpm with a compression ratio of 12.0:1.
The relatively long 60-inch wheelbase adds a remarkable amount of stability to the ride characteristics. The Urban G/S uses a 19-inch front wheel and a 17-inch rear wheel should you be bold enough to take the 487-pound G/S into the great outdoors.

Mark Reuss

Detroit, MI

1959 Chevrolet Cerv I

Open Wheel Single Seat by General Motors

Reuss **FFP 288**

Six years after his 1953 arrival at Chevrolet Engineering, chief-engineer-to-be Zora Arkus-Duntov and engineers Harold Krieger and Walt Zetye designed this radical tube-frame, single-seat, open-wheel, independent rear suspension (IRS), rear-engine (RE) Indycar-type CERV (Chevrolet Experimental Racing Vehicle), which Zora then demonstrated at the U.S. F1 Grand Prix at Riverside, CA in November, 1960. While open-wheel, single-seat RE "Formula" cars were common in international racing, this was a year before the first RE Indycar (a Cooper Climax driven by Jack Brabham) finished 9th at the 1961 Indy 500, five years ahead of the first RE Indy 500 win by Jim Clark's Lotus-Ford.

According to Corvette historian Karl Ludvigsen, Zora starting thinking RE race car in 1957 partly because of cockpit heat problems in the front-engine Corvette SS racer. And he knew that the traction and handling advantages of locating a rear-wheel-drive racer's engine weight just ahead of its rear axle were well proven.

Designed to Indy-car dimensions but powered (initially) by an experimental all-aluminum 353-hp 283-cid V8 engine -- much larger than allowed by 1959 Indy 500 rules -- this first CERV never competed but was used extensively for handling development and demonstrations of ME and IRS. Duntov tested it at Pikes Peak, Daytona and Sebring, and in 1964 (with a more powerful Hilborn fuel-injected experimental 377-cid engine) drove it to an astounding average speed record of 206.1 mph on GM's Milford Proving Grounds five-mile circular track.

Mark Reuss

Detroit, MI

1964 Chevrolet Cerv II

Open Cockpit Sports Racer by General Motors

Reuss **FFP 289**

Five years after their first single-seat, open-wheel CERV (Chevrolet Experimental Racing Vehicle), Zora Arkus-Duntov and his team designed CERV II, a mid-engine, four-wheel-drive Le Mans-type "prototype" racer. Their intent was a Corvette race car to take on Ford's GT40, Ferrari and the rest in Le Mans-type endurance racing, and 4WD would offer a major advantage.

According to Corvette historian Karl Ludvigsen, then-Chevrolet General Manager Bunkie Knudsen approved the project in 1962, then was ordered to drop it by GM management due to the 1957 AMA (Automobile Manufacturers Association) ban on high-performance cars and factory racing.

Just one CERV II -- this open roadster powered by a special 490-hp Hilborn-injected overhead-cam 377-cid aluminum V-8 -- was built. Its advanced 4WD system used two automatic transmissions with torque converters, one in front of and one behind the engine in a steel and aluminum monocoque tub with outboard vented-rotor brakes and wide low-profile experimental Firestone tires on Kelsey-Hayes mag wheels.

CERV II reached 200 mph at the Milford Proving Ground in 1964, and while its racing ambitions were stifled, it proved a very useful R&D and demonstration tool for the proposed mid-'60s production mid-engine "super" Corvette that Zora desperately wanted to build. Tested at times by the likes of Jim Hall and Roger Penske and powered (by 1970) by a 550-hp 427-cid ZL-1 big-block V-8, it could rocket from rest to 60 mph in a stunning 2.8 seconds.

Mark Reuss

Detroit, MI

1990 Chevrolet Cerv III

Coupe by General Motors

Reuss **FFP 290**

Two generations of mid-engine (ME) Corvette Indy concept cars were followed at the 1990 Detroit North American International Auto Show by a somewhat more production-feasible evolution called CERV (Chevrolet Engineering Research Vehicle) III, which previewed the roof shape and some other styling elements of what would eventually become the fifth-generation (C5) Corvette.

Built by GM Corporate Engineering, with Lotus consultation, it retained a long tail to accommodate its Lotus-tuned 650-hp transverse mid-mounted, twin-turbocharged, quad-cam 5.7-liter prototype aluminum-block V-8 and had a rounded nose and front fender shapes that would ultimately influence the look of that next Corvette.

Its six-speed automatic transaxle (actually a three-speed Hydramatic driving a custom two-speed gearbox) powered all four wheels through advanced viscous couplings. Its low-drag (0.277 Cd) aluminum-honeycomb-reinforced carbon fiber, Nomex and Kevlar body featured Lamborghini-type "scissors" doors (which housed safety "fuel cell" gas tanks), its active suspension kept it flat during hard braking and cornering, and its computer-controlled rear steering tightened its turning circle at low speeds, stabilized higher-speed cornering and compensated for cross winds.

CERV III’s primary mission was to publicly preview and internally sell the idea of an ME C5 Corvette. "At Design Staff, sketches and models of mid-engine Corvettes continued to appear," wrote James Schefter in his book, All Corvettes are Red, despite strong GM management objections. But GM was hurting financially, and the C5 Corvette was cancelled, and then eventually revived as a major improvement over the C4 -- but conventional front-engine.

Neal and Lois Porter

Lake Orion, MI

1937 Packard 1506

Convertible Coupe

American Packard **AP 346**

By the 1930's, the Packard Motor Car Company of Detroit, Michigan had a lineup of car models unlike anyone else. The company would sell over 100,000 cars in 1937, mostly 6 or 8 cylinder models. Packard's first twelve cylinder engine automobiles became synonymous with luxury, speed and wealth.

While 1937 was a good year for Packard, just 1,300 Twelves were produced. This ensured their place among the rarest and most desired automobiles of the Classic Era. The engine produces 180 horsepower with 473 cubic inches. The Packard Twelve's sold for $5,000 to $6,000 depending on options. This was the cost of at least ten new popular-priced cars of the era.

Overall, the Packard Twelve is extremely stylish. Owners will quickly point out the refined chassis and the whisper-quiet, 12-cylinder engine. The all-new bodies introduced in 1935 and featured for the next few years offered true envelope styling with the body, hood, fenders and running boards incorporated into a smooth, flowing design.

The Packard Twelve had few peers and was acknowledged as one of the finest automobiles of its time. Packard's relentless and careful refinement ensured that these hand-built "Senior" Packard models continue to rank among the most highly prized and sought-after classics today.

Mark Hyman

St. Louis, MO

1911 Pope Hartford Model W

Portola Roadster

Gas Light Class **A 362**

Kevin Beal

1968 Mercury Cougar

Flip Top Funny Car

Drag Racing Class **DR 368**

Courtland, ONT

1967 Mercury Comet

Flip Top Funny Car

Drag Racing Class **DR**

Hadas and Dennis

Birmingham, MI

1959 Cadillac Series 62

Convertible

American Post War

M1 337

FCA North America

1958 Chrysler 300D

2 Door Coupe by Chrysler

Jet Age Class of '58

JA 373

Pamela and Scott Isquick

Pepper Pike, OH

1939 Rolls Royce Wraith

Touring Limousine by Freestone and webb

European Classic **J 320**

The Rolls-Royce Wraith running chassis was built by Rolls-Royce at its Derby factory from 1938 to 1939 and supplied to independent coachbuilders, mostly in England for fitment of a body.
Many enthusiasts are unaware that in the pre-war era, Rolls-Royce Motor Cars, Ltd. did not make complete cars. In that era, when a wealthy buyer decided to own a Rolls-Royce, he or she selected the coachbuilder of their choice and then chose the car's body styling from a wide variety of offerings from that coachbuilder's catalogue. This example was styled and built by Freestone and Webb, one of England's more stylish coachbuilders.
The Wraith features a four-wheel hydraulic jacking system, which means that changing a flat is easy. Simply press a button and the jack powers down to the ground and lifts the car. It also has centralized chassis lubrication, and servo assisted power brakes. It was also the first Rolls-Royce to feature an independent front suspension, giving it a ride that today still feels very modern. It has many convenience features and its silent 4.3 liter inline six is capable of cruising nicely at 65/70 miles per hour.
This very car was shown on the Rolls-Royce Stand in June of 1939 at Earl's Court in London as part of Freestone & Webb's "razor edge" styling trend.

Peter's Motorcars

Norwalk, OH

1958 Cadillac Fleetwood Sixty Special

Hardtop Sedan by Fleetwood

Jet Age Class of '58 **JA 316**

They say a car is only original once. Our featured 1958 Fleetwood Sixty Special is a 30,000-mile unrestored car that has been lovingly cared for, since new. The factory-applied turquoise-and-white paint finish is a perfect expression of 1950's dash and class, and the original Turquoise and Black Calcutta patterned Metallic Nylon Cloth has been protected with plastic since new. The prior owner had possession of the car for forty years, proving that when you have one this nice, you don't let it go!

All Cadillacs except the limited-production Eldorado Brougham were extensively facelifted for 1958, with a longer, sleeker appearance. The Sixty Special was instantly identifiable as a premium Cadillac, with rakishly angled tailfins, massive ribbed stainless-steel trim along the lower body sides and exclusive rear fender skirts.

Even by 1958 standards, the Sixty Special was an imposing automobile, with a 225-inch overall length and 133-inch wheelbase. Shipping weight was a road-hugging 4,930 pounds. A 365 cubic-inch V8 engine, rated at 310 horsepower, was coupled with GM's proven 4-speed Hydra-Matic transmission to provide the quiet flow of power luxury-car buyers demanded.

Base price for the Fleetwood Sixty Special was $6,117 and model-year production totaled 12,900 units. This car was built at Cadillac's Clark Street assembly plant in Detroit, and it was certainly the "Standard of the World" in 1958.

Thomas M. Fazio

South Lyon, MI

2000 Qvale Mangusta

Convertible Coupe

Modern Collectibles

MD 334

Denis Bigioni

Pickering, ONT

1954 Kurtis 500S

Roadster by Kurtis

Sport Car Pre 1959 **P1 332**

Kurtis Kraft was an American designer and builder of racecars. The company built midget cars, quarter-midgets, sports cars, sprint cars, Bonneville cars, and USAC Championship cars. It was founded by Frank Kurtis when he built his own midget car chassis in the late 1930s. Kurtis also built some very low fiberglass bodied two-seat sports cars under his name in Glendale, California between 1949 and 1955. About 36 cars had been made when the license was sold to Earl "Madman" Muntz, who built the Muntz Jet.

In 1954 and 1955, road versions of their Indianapolis racers were offered. Kurtis Kraft created over 550 ready-to-run midget cars, and 600 kits. The Kurtis Kraft chassis midget car featured a smaller version of the Offenhauser motor. Kurtis Kraft also created 120 Indianapolis 500 cars, including five winners.

The 500S was a sports car built by Kurtis Kraft. Though very limited in production—just 24 were built—it completely dominated west coast racing in its heyday, proving nearly unbeatable. This example features a 350 cubic inch Chevrolet V8 engine, with three dual barrel carburetors, producing an estimated 400 horsepower.

This particular 500S was built by Frank Kurtis and his son Arlen for their own personal use. Featured on Dennis Gage’s My Classic Car in 2008, it was displayed at the 2005 Quail Motorsports Gathering and campaigned at the 2011 California Mille and the Colorado Grand. This car is fully documented with a handwritten letter by Arlen Kurtis describing the build process.

Tom Fahoome

Dryden, MI

1972 Harley Davidson

Boattail FX Super Glide

Motorcycle **MC 348**

Detroit, MI

2018 Bolt

Reuss

FFP 326

Golomb Family Trust

Muskegon, MI

1954 Ferrari 375MM

Coupe by Pininfarino

Sports Car Pre 1959 **P1 358**

Perhaps the most known 375 MM is the "Ingrid Bergman" version that was bought for 4 million Lire in August 1954 by film director Roberto Rossellini.
Originally built as a race car, it was painted the traditional red with a barchetta body. It was the twelfth of fifteen 375 MM cars built. It went back to the factory after an accident had seriously damaged the front end. It was then sent to Carrozzeria Scaglietti in Modena for repairs.
Repairing the car provided Rossellini and Scaglietti, with assistance of Pinin Farina, the opportunity to develop new coupe bodywork, featuring a series of innovations. Notable features of the Pinin Farina design include the large rear buttresses that surround the rear hatchback and the large cutouts behind the front wheels.
The silver paintwork combined with the design innovations make chassis 0402AM a truly unique model which Rossellini drove on public roads. This included trips to Switzerland with his wife Ingrid Bergman.
The Ferrari 375 MM is a race car produced by Ferrari in 1953 and 1954. It was named "375" for the per-cylinder displacement of the 4.5L V12 engine. The "MM" stood for the Mille Miglia race.
The first prototype was a Vignale Spyder and the next three cars were Pinin Farina Berlinettas, all converted from Ferrari 340 MM.
This car was first displayed at the Paris Salon in 1954 before being delivered to Roberto Rossellini. In 2014 the car won Best of Show at Pebble Beach.

Golomb Family Trust

1955 Ferrari 375+

Cabriolet by PININFARING

Sports Car Pre 1959

P1 357

In 1954 a Ferrari produced a more powerful version of the Lampredi V-12 engine. This was created by enlarging the displacement to nearly 5.0 liters.

Renamed the 375 Plus, it differed from its predecessors by a bulge at the rear necessitated by the larger fuel tank and spare wheel. The chassis was modified with a DeDion rear axle. With nearly 350 horsepower, the 375 Plus was capable of 0-60 miles per hour in four seconds and a top speed of 186.

The 375 Plus scored important victories in the 24 Hours of Le Mans and the Carrera Pan Americana, winning the World's Sports Car Championship for Ferrari in 1954.

The second Ferrari built for King Leopold II of Belgium is this 375 Plus Cabriolet. It is the last of the 375 America series. Unique features include the Grand Prix-style three-eared knockoff hubs and Borrani wire wheels.

Many of the Pinin Farina styling cues presage the later 410 Sport and even the 250 GT Spyder California. It was the final example built and the only one produced for street use. King Leopold was so delighted with this Ferrari (chassis number 0488AM) that he showed it off to an admiring crowd at his 'local' Belgian circuit, Spa Francorchamps.

The king retained the car until 1960. After several additional Belgian owners, it was acquired in 1969 by an owner who commissioned a full restoration in the early 1980s. It was restored again in the late 2000’s and was shown at the 2012 Pebble Beach Concours d'Elegance.

Raymond W. Arondoski

Grosse Pointe Park, MI

1964 Cadillac Fleetwood 60 - Special

Sedan by Fleetwood

American Post War

M1 349

Christine A. Snyder

1931 Packard 845

Convertible Victoria by Rollston

Rollston Body **RB 370**

Pack 12 LLC

Newbury, OH

1918 Pierce Arrow 48

4 Passenger Roadster

Jazz Age

B 354

Clive Cussler

Paradise Valley, AZ

1931 Cadillac V16

Dual Cowl by Fleetwood

American Classic open

G 353

When Cadillac introduced the V-16 engine and chassis in the fall of 1929, the car became the world's number one status symbol. There had never been anything like it in the history of the automobile. 165 horsepower at 3200 rpm, 16 cylinders, 452 cubic inches, dual carburetors, dual ignition contained in a single distributor, dual exhaust, dual vacuum operated fuel pumps, synchromesh transmission, double plate clutch, vacuum assisted power brakes; the list of features goes on and on. The Fleetwood bodies were stylish, excellently built by master craftsmen in Detroit, luxurious and comfortable and the factory would make any changes to the car the customer desired.

There were many other Luxury manufacturers, but none of them offered what Cadillac brought to the market place in 1930.

The wheel base is 148 inches and average weight including the body is 5,900 pounds. About 2,000 cars were produced in 1930/31. The figures for the later years were smaller in 1934/35 with only 150 cars produced.

This car is style number 4380 All Weather Phaeton. It is the 175th of 250 made. It features a Vee-windshield, body moldings on the hood tops, wool broad cloth and corded fabric interior, burled wood interior trim and a set of Cadillac factory Pilot Ray driving lights.

This All Weather Phaeton is a perfect example of the height of luxury one could obtain from Cadillac in 1931.

AASE

Galena, OH

1989 Porsche Indy - Quaker State

by March

Porsche Werks

PR 367

AASE Sales

Galena, OH

1973 Porsche 911RSR Brumos

Coupe

Porsche Werks

PR 366

Jeff Rider

1922 Stanley 740

Touring by Stanley

Steam Car **ST 365**

Terry and Jennifer Adderley

1931 Marmon Convertible Coupe

by Lebaron

Our Founding Fathers

FF 364

Marmon introduced their V-16 at the 1931 New York Auto Show. Howard C. Marmon had been developing a multi-cylinder airplane engine beginning in 1926, which eventually culminated in this 491 cubic inch 45 degree V-16 automobile engine. The engine is all aluminum with case hardened cylinder sleeves, overhead valves, detachable cylinder heads with bronze valve seats, blade and fork connecting rods, a Stromberg duplex downdraft carburetor and Delco electrical system. The 930 pound engine produces 200 horsepower giving the engine one of the highest power to weight ratios ever generated at that time.

Besides having a very modern engine design, the coachwork produced by LeBaron, from designs by Walter Dorwin Teague with influences from Ray Dietrich and Frank Hershey, was extraordinarily modern and unique. They were aerodynamically engineered to reduce wind resistance to a minimum, with a slanted radiator, windshield and a curved roof line and shaped rear panel, the flow of air over the body was smooth with few pockets of drag inducing turbulence.

To drive one these cars is remarkable. The performance of the engine and road holding of the chassis is far beyond the vast majority of cars produced in this era. Marmon truly did build a Super Car for the period. However, the Depression hit Marmon very hard and the market for a $5,000.00 luxury car was very limited, to the degree that only about 390 V-16 Marmons were built between 1931 and 1933 when production ceased.

Roxanne Cotrell

1935 Plymouth PJE

4 Door Sedan by Plymouth

Plymouth **PY 377**

Bruce Larson

1968 Chevrolet Camaro

Flip Top Funny Car by Logghe

Drag Racing Class **DR 376**

Bill and Lynne Golling

1964 Cadillac Deville

Convertible

American Post War

M1 361

Cadillac has been one of America's premier luxury car since the 1920's. The first car to bear the de Ville name was the 1949 Coupe de Ville, a pillarless two-door hardtop body. The styling evolved through 8 generations until 2005 when the last model to be known as a DeVille was produced. The 2005 Cadillac DeVille was a full-size sedan and the largest car in the Cadillac model range.

The second generation of the DeVille began in 1961 and continued until 1964. It was restyled and re-engineered in 1961 and each successive year until 1964. Most of the changes were modest changes to exterior trim and details. With most of the changes done to the grille and exterior chrome. 1964 was the first year for the DeVille two door convertible. By 1964 DeVille sales reached 110,379 units, accounting for nearly two thirds of all Cadillacs sold. 17,900 of these were the DeVille convertible.

Performance improvements included a larger V-8 with 429 cubic inches and 340 hp and a much improved 480 lb-ft of torque. This was the most powerful engine offered in standard production Cadillacs. Another new feature was the Turbo-Hydramatic transmission, which with the larger engine showed performance gains in the 20 to 50 mph driving speeds.

Comfort Control, a completely automatic heating and air conditioning system controlled by a dial thermostat on the instrument panel, was introduced as an industry first in 1964. Theoretically, the owner could set the Comfort Control to the desired setting upon taking delivery and never touch it again as long as they owned it. Factory air was a $474 extra-cost option. The average price for a DeVille was around 5,000.00.

Cadillac has continued the tradition, beginning in the 1920's, to build the finest luxury cars in the United States of America.

Roger W. Holl

1917 Pilot 2 Door Roadster

Roadster by Pilot Motor Car Company

Jazz Age

B 375

1932 Cadillac 452

American Classic Open **G**

1930 Cadillac 452

Coupe by Fleetwood

American Classic Closed **F 383**

Cadillac produced the 452 cubic inch V-16 engine and chassis from 1930 until 1937. The engine develops 165 horsepower at 3,200 rpm generating over 300 ft lbs of torque.

Owen Nacker was hired in 1926 by Cadillac and became lead engineer on the V-16 engine. His design included remarkable features such as overhead valves with hydraulically adjusted rockers. The crankcase and oil pan were aluminum castings while the cylinder blocks and heads cast iron. Nacker used the development of Cadillac's V-12 engine to hide the work

Ed Levy

1938 Buick Century

by General Motors

American Popular

E 382

In the 1930s, General Motors commanded nearly half of the United States auto market and their Buick division emerged as the fourth bestselling brand in 1938. This accomplishment is even more impressive when one considers that Buick was a troubled brand in the twenties and early half of the thirties. In an attempt to bolster sales, General Motors consolidated the sales and much of the manufacturing of their Buick, Oldsmobile and Pontiac divisions. The 'Bo-peep', as the program came to be known, whittled the number of exclusive Buick dealers from 2,600 in 1927 to just 67 by 1934.

Harlow 'Red' Curtice took the reins of the Buick division in 1933 and under his presidency, the Buick division and the product not only survived but thrived; its market share reached 8.8% by 1938.

Buick stuck the 320 cubic inch, 120HP straight eight powerhouse from Roadmaster in to the lighter Chevrolet bodied special, creating the Buick Century, named for its 100 mph ability. Indeed, this combination enjoyed great success on the early racing circuits. 'Turbulator' pistons increased the compression ratio, increasing horsepower to 141. The I-beam design of the frame center section was replaced by an X-member and coil springs were at all four wheels, an industry first.

Melissa and Bill Kozyra Collection

2013 Porsche 997 911 Turbo Scab Edition 918 Spyder

997 471

Porsche Werks

PR 388

1923 Harley Davidson J

Mortorcycle **MC**

1958 General Motors Firebird

Special Display **SD2 389**

1958 General Motors Firebird

Special Display **SD2 390**

1958 General Motors Firebird

Special Display **SD2 391**

2019 General Motors Cruise

AV

Form Follows Passion

FFP 392

General Motors' Cruise AV (Autonomous Vehicle) is a zero-emission battery electric small crossover (CUV) equipped to operate safely without a driver behind its wheel. "We engineered safety into the vehicle in every single step of design, development, manufacturing, testing and validation," GM said in a January 2018 safety report outlining the capabilities of the vehicle. "Our self-driving vehicle is the result of intensely focused development and countless hours of real-world testing and validation. It doesn't drink and drive, doesn't text and drive, doesn't get upset, doesn't get tired, never gets distracted and doesn't produce any emissions."

The Cruise AV's advanced sensor systems see 360 degrees around it, day and night. Designed to identify pedestrians in a crosswalk, or an object darting suddenly into its path, and to respond accordingly, it can maneuver through construction cones, yield to emergency vehicles and react to avoid collisions.

In addition, its self-driving system was integrated into this vehicle from the beginning, and through close coordination between GM's hardware and software teams, potential failure modes for all systems have been evaluated and addressed to ensure safety and reliability leading to the next step: elimination of the steering wheel, pedals and other manual controls.

"Our Cruise AV has the potential to provide a level of safety far beyond the capabilities of humans," GM says. "As our experience and iterative improvements continue, we will advance closer to our zero crashes vision."