

**Morgan Chemello**

## **1969 Oldsmobile Hurst/Olds**

### **2 Door Coupe**

#### **VOL 114**

The 1969 Hurst/Olds was the result of collaboration between Oldsmobile and Hurst Performance. The most notable modification was the installation of a 455 cubic inch V8 which circumvented the GM internal restriction limiting displacement to 400 cubic inches or less in all intermediate sized cars. All cars destined to become a Hurst/Olds were built in the Lansing, Michigan assembly plant and shipped to the Demmer Engineering facility (also in Lansing) for final modifications. The cars left the Oldsmobile assembly plant with the modified 455 V8 equipped with a special intake manifold, cylinder heads, camshaft and distributor, a performance modified Turbo Hydra-Matic transmission and a specially coded rear axle. Modifications by Hurst include a twin inlet hood scoop for fresh air induction, dual outside racing mirrors, rear deck air spoiler, special Hurst Gold and Cameo White paint, hand applied black pin striping, flat black painted grille, Hurst/Olds emblems, special gold trimmed head rests, 15x7 Super Stock II wheels with G60-15 tires, and of course, a Hurst Dual/Gate shifter. This example is one of only 914 copies for model year 1969. It is equipped with factory air conditioning which was only included on approximately 1/3 of the total builds.

**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.

**2013 Porsche 997 911 Turbo Scab**

**918 Spyder**

**70th Anniversary Porsche Road Cars**

**PA 388**

The 911 Turbo S Edition 918 Spyder is a limited special model that was offered worldwide exclusively for 918 Spyder customers as a Coupé and Cabriolet. With its exceptional and unique color concept, additional trim details as well as material and equipment enhancements, the 911 Turbo S Edition 918 Spyder is an extremely attractive.

Visually, both the exterior and interior of the Turbo S Edition 918 Spyder are based on characteristic individual features of the 918 Spyder, such as exposed carbon, limited edition badge and elements in Acid Green. These equipment items are combined to create a unique and harmonious overall concept for this special edition and at the same time heighten the anticipation of the 918 Spyder.

This model was available to coincide with the start of sales of the 918 Spyder and was limited to a maximum of 918 vehicles like the 918 Spyder. Both the technology and the basic equipment of this Turbo S Edition are based on the 911 Turbo S. In addition, it also features the extended leather interior, a unique instrument design and additional exterior and interior elements in carbon.

The special features of the 911 Turbo S Edition 918 Spyder are rounded off by contrasting exterior and interior elements in Acid Green as well as additional badges with a special limited edition badge on the lid of the glove compartment is identical with the badge number of the ordered 918 Spyder.

**C. Vaughan Lewis**

**Marcy, NY**

**1929 Lincoln L**

**Sport Phaeton by Locke**

**America Classic Open**

**G 225**

The Lincoln Motor Company was founded in 1917 by Henry M. Leland and acquired by Ford in 1922. Leland, one of the founders of Cadillac, left Cadillac during the First World War to form the Lincoln Motor Company, which was originally intended to build Liberty aircraft engines. When Leland left, he was 74 years old and chose the name Lincoln after the President he had voted for in 1864. Lincoln became the flagship of Ford's empire, and its fortunes were largely entrusted to Henry's son, Edsel. Lincoln's sales were never massive, but its reputation was an asset, especially with Edsel's ideas for designs

The Lincoln L Series was powered by a 60-degree V8 engine producing 80 horsepower. The waiting period to have this car built was almost a year, as the company was behind by eight-months and deliveries did not begin until September of 1920.

Locke & Co., established in New York City in 1902, grew up with the automobile industry. James Vinton Locke insisted on the highest standards of quality, and his company prospered. Lincoln was one of the Locke Body Corporation's largest customers, offering their customers limited production semi-custom bodies like this Sport Phaeton. The bodies are of extremely high quality and their limited production ensured exclusivity.

**Grosse Ile, MI**

**1921 Lincoln L**

**Coupe by Anderson**

**American Classic Closed**

**F**

**Daniel J. Bazner**

**Dearborn, MI**

**1938 Cadillac 60 Special**

**Sedan by Fisher**

**American Classic Closed**

**F 138**

Back in October of 1937, Cadillac surprised everyone with an all new premium luxury car at the New York Auto Show. The Sixty Special received a warm welcome and excellent reviews from both the media and the public. Numerous publications raved about this unexpected premium offering. Soon after, ads were placed in premium magazines calling it "the newest car in the world".

The Sixty Special was designed to appeal to the buyer that preferred a long wheelbase chauffeur driven sedan that was luxurious and comfortable, yet unpretentious. Some consider this one of the first Personal Luxury cars and an entirely new market segment was created.

A team led by noted designer Bill Mitchell created the long, low appearing car that eschewed traditional running boards. The trunk is integrated into the body and a narrow roof line with thin chrome strips provides a convertible look which resulted in an entirely new concept.

This car was originally sold through Fritz Cadillac Company in Worcester, Massachusetts. The current owner purchased the car in 1983 from a General Motors designer and artist named Pierre Ollier. While in his possession, it was used as a life sized model for an "in scale" rendering of Mitchell's seminal design of the Sixty Special. It was then presented to him upon his retirement.

**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 its 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.

**Massillon, OH**

**1930 Lincoln**

**American Classic Closed**

**F**



**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.

# **Auburn Cord Duesenberg Automobile Museum**

## **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 on the V-16 from the public's eye.

This was the first engine to be styled for aesthetics as well as functionality. It utilized polished raised aluminum panels on the valve covers and the wiring and plumbing was hidden behind a firewall panel, while porcelain was used on the exhaust manifold. The styling made this one of the most beautiful engines ever built.

The chassis features a three speed synchromesh transmission and vacuum assisted power brakes. It has metal covered leaf springs to keep out water and thermostatically controlled radiator shutters. With a wheel base at 148 inches and average weight including the body of 5,900 pounds, the V-16 is an enormous automobile.

This was a very expensive automobile. 1930 prices ranged from \$5,300.00 for Roadsters \$9,700.00 for Towncars. This coupe sold for \$6850.00.

By the mid-thirties, the depth of the Depression eliminated most of the demand for cars in these price ranges. This Cadillac 452 is one of 70 Coupes built and one of the rare surviving closed cars.

**San Rafael, CA**

**1930 Cadillac 452**

**Roadster by Fleetwood V-16**

**American Classic Open**

**G**

**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.

**William and Tina Sipko**

**Windber, PA**

**1932 Chrysler Imperial**

**Coupe by Chrysler**

**American Classic Open**

**G 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.

**Jack Boyd Smith**

**Nappanee, IN**

**1938 Packard 1607-1139**

**Convertible Coupe**

**American Classic Open**

**G 133**

By the late 1930's the Great Depression was hanging on but Packard, one of the leading manufacturers of luxury cars, was surviving and still setting standards in style and design. While many other luxury automobile makers had succumbed to the economic conditions of the time, Packard survived partly because of its well-earned reputation of quality and innovation.

The 1938 Packard Model 1607-1139 Twelve-Cylinder Convertible Coupe, representing the 16th Series of the brand, used the same chassis as the Super Eight, riding on a 134-inch wheelbase. It is the perfect marriage of the timeless American aesthetic elegance and technological innovation. It combines Packard's new for 1938 enclosed coachwork design with hydraulic brakes and an independent suspension. It features the iconic Packard 437 cubic-inch, L-Head Twelve-Cylinder engine that produces 175 horsepower.

The Twelve Convertible Coupe, referred to in Packard literature as the "Coupe-Roadster for Two or Four Passengers" proved to be an elegant, spirited, refined automobile for those lucky few able to obtain one. With a production run of just 566 cars, it remains a rare classic. The original price tag was a lofty \$4,370. It was, and remains, a true statement of American built luxury, style, power and elegance.

**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.

**Cincinnati, OH**

**1939 LaSalle**

**Convertible Coupe**

**American Classic Open**

**G**



**Bob Becker**

**Mt. Forest, ONT**

**1932 Chrysler Imperial CL**

**Convertible Sedan by LeBaron**

**American Classic Open**

**G 159**

Walter P. Chrysler introduced the Imperial in 1926 as a separate, top-of-the-line model to enable Chrysler to compete directly with the other luxury brands of the time like Cadillac, Packard and Lincoln. This 1932 design, with body by LeBaron, was meant to emulate the Cord L29. C.W. Van Ranst, Cord chief engineer, was lured away to Chrysler in order to manage the design.

Powered by a 384.8 cubic-inch, L-head, straight eight engine that produces 125 horsepower, the 1931 to 1933 Imperials were known to be powerful. A four-speed transmission, hydraulic brakes on all four wheels and a solid, heavy chassis also make for exceptional road manners.

The CL is part of the Imperial's 1932 update with an added 10 inches of wheel base. The 1932 Chrysler Imperial CL Convertible Sedan presented here holds body number 1, being the first convertible sedan LeBaron built for Chrysler. This resulted in it having a variety of unusual and one-off design details. Among them are the bullet headlights, a scalloped radiator shell and sculpted hood.

The original owner of this Chrysler Imperial CL Convertible Sedan was movie legend Clark Gable. It is said that he personally purchased this car right off the New York Auto Show display floor.

**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.

**Ed and Dorothy DeVries**

**Grand Rapids, MI**

**1935 Cadillac 355-D Series 20**

**Convertible Sedan by Fisher Body**

**American Classic Open**

**G 267**

This Cadillac Series 20 Convertible Sedan was originally ordered in April of 1935 through Capital Cadillac Company of Washington D.C. It was built for the 1935 Shrine Convention where it was used for transportation for the organization's leaders, and also as a parade car. It certainly looked splendid in its Madrid Maroon finish with contrasting brilliant green wheels.

The current owner acquired this car in 2014, looking for a new project. After working on a variety of cars over the years, raising four children and working in the masonry business for over fifty years, he desired a challenging project to work on during his retirement. After he picked up the car which was mostly in boxes, he knew he made the right decision.

Upon inspection, he found that although numerous parts were missing and it was clearly going to be quite an undertaking, the end result would be worth the effort. Three years were spent researching, chasing parts and painstakingly restoring every one of them. Finally, in 2017, the car was shown for the first time after the extensive restoration at the Auburn, Indiana Spring National meet, where it received its first award.

When the current owners' wife first saw the car in 2014, she exclaimed "what a pile of junk!" Today, she will proudly state "Simply beautiful."

**Gallery 260 Limited**

**Toronto, ONT**

**1928 Stearns H8-90**

**Convertible Coupe**

**American Classic Open**

**G 404**

Stearns-Knight was an American luxury automobile manufacturer in Cleveland, Ohio, first by the F.B. Stearns Company from 1900 to 1925, and then under ownership by the Willys Overland Company of Toledo, Ohio until 1929. It is said that Frank Ballou Stearns left school at the age of 14 in 1893 in his freshman year at the Case School of Applied Science. Stearns would become the first American automobile to use the sleeve valve Knight Engine in its vehicles in 1911. The company was later sold in 1925 to John North Willys and it we become a non-integrated affiliate of Willys Overland. This 1928 Stearns Knight Deluxe Cabriolet Model H-8-90 was highly engineered and quite expensive with a price exceeding \$5,000.00. It was among the fastest production cars in the United States at the time, able to reach speeds in excess of 110 miles per hour.

Powered by a 385 cubic inch 8 cylinder sleeve valve engine, it produces an impressive 120 horsepower. Only 327 H Chassis models were built, with eight currently known to exist. This is the one and only H Cabriolet of the eight. This car was originally owned by a wealthy Idaho mining tycoon. It eventually changed hands around 1963 and was relocated to Davenport, Washington. The owner kept the car for over 40 years, selling it in 2003. It was then restored with the assistance of many Stearns-Knight historians.

The current owner purchased this car in 2015 and enjoys showing the impressive sleeve valve engine.

# **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.

**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, burl 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.

**Thomas Hattey**

**1932 Cadillac 452**

**American Classic Open**

**G 402**

**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.



**Phil G.D. Schaefer**

**Indianapolis, IN**

**1941 Packard 1907-180**

**Sedan by LeBaron Sport Brougham**

**American Packard**

**AP 102**

Packard was the most successful of the luxury car makers throughout the early part of the century, being compared most often to Peerless and Pierce Arrow. "Ask the man who owns one," was their confident tag line. Many Packards over those years featured custom bodies by a variety of specialty coachbuilders, but by the early 1940's this was becoming less prevalent.

Also by 1941, the last year of auto production before World War II, consolidation was going on in the body-building business with LeBaron becoming a division of Briggs. LeBaron, though, continued to make largely hand-built bodies in low numbers. This is an unusual car in that most of the coachwork LeBaron produced on Packard chassis were formal limousines to be chauffeur-driven, but this Sport Brougham, on a shorter wheelbase, was meant to be owner-driven. Only 99 were built and few have survived.

The 356 cubic-inch, L-head, straight-eight engine makes 160 horsepower and is mated to a three-speed transmission with factory overdrive, independent front suspension with coil springs, live rear axle with semi-elliptic leaf springs and four-wheel hydraulic drum brakes. The wheelbase is 138 inches.

This automobile was purchased new by the current owner's great aunt, and has been in the family since new. It has been fully restored to its original as delivered condition.

**Leon Flagg and Curtis Lamon**

**Whitefish Bay, WI**

**1939 Packard Super 8**

**Convertible Victoria by Darrin**

**American Packard**

**AP 119**

Upon opening his coachworks, Darrin of Paris, on Sunset Boulevard in Hollywood, California in 1937, Howard "Dutch" Darrin drew on the work he'd done in Paris with Hibbard & Darrin, later Fernandez & Darrin. He introduced sensuous European curves on to the American chassis.

Darrin favored the impeccably engineered Packard, but economic considerations prevailed. Of the hand-built "Darrins" produced in Hollywood prior to 1940, most rode the less expensive "120" platform. Only when a client requested the exclusive "Super-8" version was it constructed. Seen here is the second of just six "Super-8s" built.

Darrin's team incorporated his signature low-profile hood, down-swept doors and the chromed V'd windshield. A cast aluminum cowl was installed to strengthen the low-slung open car. The movie crowd noticed. Contemporary owners of "Hollywood" Packard Darrins included Clark Gable and Errol Flynn.

Packard's 1939 dashboard was cast from Tenite, an early "cellulosic thermoplastic." Unstable, the dashes were known to crumble over time. Here, the Tenite "mica" infused dash has been faithfully reproduced using original methods. The recollections of "Dutch" Darrin himself, in a 1967 issue of Car Classics, dictated this "genuine saddle quality" leather upholstery. For the exterior, original paint samples led to the selection of Packard's polychromatic Havana Beige.

Originally delivered in New York, a subsequent owner was renowned Packard collector Tom Mix of Boston. The current owner fell in love with this car when he was eight years old and then spent 30 years pursuing it. He now celebrates over 20 years of ownership.

**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 Packard's 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.

**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.

**Jim and Nancy Scharfeld**

**Avon Lake, OH**

**1930 Packard 745**

**Dual Cowl Phaeton**

**American Packard**

**AP 142**

By 1930 Packard was the long-standing leader in luxury car sales supported by its massive production facility in Detroit. Rather than designate its automobiles by model year, Packard preferred using "Series" designations. This rare and beautiful 745 Dual-Cowl Phaeton is the Seventh Series and launched in August of 1929, just a few months before the stock market crash. The 745 was the lowest production of the Packard lineup with only about 3,000 made. It features fresh styling by Ray Dietrich with a low-slung profile and sleeker lines flowing from front to rear in the classic style of the time. Many mechanical updates were featured on the new Packards, including repositioned headlamps, Stabilizer shocks, four-speed transmission and Bijur chassis lubrications system.

The 745 is powered by an L-head, 384 cubic-inch, inline, L-head, eight-cylinder engine with 106 horsepower and around 300 pound-feet of torque. The chassis has a 145.5-inch wheelbase, solid front axle with leaf-spring, solid rear axle with hypoid gear drive and four-wheel mechanical drum brakes.

This car was formerly known as the "Craven Packard" because it was part of the Craven Auto Museum collection in Toronto, Ontario, Canada. It has the original engine, body and chassis and was fully restored several years ago.

**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.

**Daniel K. Hanlon**

**North Canton, OH**

**1940 Packard 180 Custom**

**Convertible Sedan by Derham**

**American Packard**

**AP 378**

The Packard 180 was first introduced in 1940 and with the demise of Packard's Twelve in 1939, the 180 now took pride of place as the company's top-line car for 1940. It served as a replacement for the company's V12 powered vehicle. The Packard 180 was given an eight-cylinder 356 cubic-inch engine that produced an astonishing 160 horsepower.

Styling changed only slightly during its production lifespan, lasting until 1942 when World War II brought an end to civilian automobile production. Famous coachbuilders, such as Darrin and LeBaron were given the opportunity to build their interpretation of the automobile on this accommodating chassis.

Despite the fact that its high-volume, medium-price "Junior" cars saved the company during the 1930s, Packard's "Senior" models, especially the 180, still set the standard, both within the company and for the American fine-car industry. However, in several ways, 1940 and 1941 marked the curtain call for Packard's "Senior" models, and similarly, the glorious coach-built era was drawing to a close.

This particular Packard has a custom body made by Derham. There was only one made. The Concours restoration for this car was completed in 2016. It comes complete with factory overdrive, Super Ray driving lights, radio, heater, rear seat radio, the backup light and a trunk rack.

**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 numerous 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.



**David W. Johnson**

**Salem, OH**

**1938 Packard**

**Convertible Coupe**

**American Packard**

**AP 244**

For 1938 the Packard One Twenty was briefly renamed as the Series Eight. New this year was all-steel construction in the body which made the cars somewhat heavier than the 1937 models.

A new styling trend for the 1938 model year was a small chrome strip that split the front windshield and ran onto the roof giving it a sleek appearance.

This car was originally owned by Adolf Zuker, a Paramount Pictures motion picture mogul. In the fall of 1939, the car underwent a front "facelift" to give it a unique appearance. This update makes this car the only 1938 Darrin with a 1940 front clip and grille. It is one of only eight custom made Victorias that were hand built in 1938 by Howard "Dutch" Darrin at his Hollywood, California shop. Noted for its long and sleek hood and rather short rear deck, it is a true one-off automobile. This Packard Darrin is also considered to be the first to be built without running boards. The oversized forward facing suicide doors are low slung and easily became the signature feature of the Darrin designed automobile.

Additional features include bucket seats with a sporty dash that includes leather "airplane cowling" atop the dash.

In 2011 this car was restored from the ground up and then driven on a 4,200 mile cross country tour from New York City to San Francisco. The owners enjoy using this fine automobile for a variety of CCCA driving tours.

**Tom Griffith**

**Verona, WI**

**1931 Packard 840**

**Convertible Coupe**

**American Packard**

**AP 295**

By the end of 1931, Packard dealers offered the new "9th Series" and encouraged dealers to upgrade any remaining 1931 models in their inventory to 1932 trim. This would include the '32 radiator with the distinctive V shaped grille and stone guard, the V shaped headlight bar, the 9th Series hood with four vent doors, a double bumper and dual tail lights. In addition, this car is equipped with the optional rear mounted spare tire and a newly installed Overdrive unit for highway driving.

This car was delivered with these upgrades on February 19, 1932 in Maine. A full frame-off restoration over a ten year period returned it to its original as delivered glory. The engine and entire drive-train were completely rebuilt by one of the foremost authorities and the paint was performed by one of the finest classic automobile painters in the world.

Of the 194 built, it is believed that a mere five 1931 Packard 840 Convertible Coupes are currently in existence. It is powered by a 343 cubic inch straight eight engine that produces 120 horsepower. This was the top of the line Super Eight engine, known for its smooth and responsive power. Original price was \$3,595 and it rides on a 140" wheelbase with a weight of 4,523 pounds.

**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.

**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.

**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.

**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.

**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.



**Franklin, WI**

**1936 Scarab**

**American Popular**

**E**

**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.

## **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.

**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.

**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**

**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.

**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.

**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."

**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.

**Kurt R. Machacek**

**Farmington Hills, MI**

**1959 Chevrolet Impala**

**Convertible by General Motors**

**American Post War**

**M1 327**

For 1959, the Chevrolet Impala was redesigned to share bodyshells with lower-end Buicks and Oldsmobiles as well as with the Pontiac, as part of a cost saving move. Its tailfins protruded outward, rather than upward. The taillights were a large "teardrop" design at each side, and two slim and wide nonfunctional front air intake scoops were added just above the grille. It is said that the design of the fins created added lift and the car could become unstable at speed.

The Impala series included a four-door hardtop, a four-door sedan, a two-door Sport Coupe, and a convertible. Sport Coupes featured a shortened roof line and wrap-over back window.

The standard engine was an inline 6 cylinder, while the base V8 engine was the carryover 283 cubic inch (4.6 L), that produced 185 horsepower. Optional were a 283 cubic inch with 290 horsepower and the 348 cubic inch (5.7 L) V8 with up to 335 horsepower.

Standard equipment includes front and rear armrests, an electric clock, dual sliding sun visors, and crank-operated front vent windows. A contoured hooded instrument panel holds deep-set gauges. A six-way power seat was a new option, as was "Speedminder", for the driver to set a needle at a specific speed, with a buzzer that would sound off if the pre-set speed was exceeded.

**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.

**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 Berrus "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.

**Nashville, TN**

**1947 Chrysler Town & Country**

**American Post War**

**M1**



**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.

**South Bend, IN**

**1958 Packard Hawk**

**American Post War**

**M1**

**Hadas and Dennis**

**Birmingham, MI**

**1959 Cadillac Series 62**

**Convertible**

**American Post War**

**M1 337**

The 1959 Cadillac is remembered for its iconic huge tailfins with dual bullet tail lights. Dave Holls, the designer of the car, said that he would have made the fins even longer, but he got to the end of the drawing board.

The 1959 model year also saw two distinctive rooflines and roof pillar configurations, new jewel-like grille patterns, and matching decklid beauty panels. The Series 6200 became the Series 62. Engine output was an even 325 horsepower from the 390 cubic inch (6.4 L) engine.

The Series 62 was identifiable by its straight body rub moldings, running from front wheel opening to back bumpers, with crest medallions below the spear.

Standard equipment included power brakes, power steering, automatic transmission, back-up lamps, windshield wipers, two-speed wipers, wheel discs, outside rearview mirror, vanity mirror and oil filter. The convertible model also has power windows and a two-way power seat. Plain fender skirts covered the rear wheels and 4-door models were available in either four-window or six-window hardtop configurations. Power steering, windows, brakes, and seats, as well as air conditioning, & air suspension were optional.

Series 62's were the most affordable Cadillac at \$4,800.00 to \$5,400.00, and the model was a sales leader for the division with nearly 71,000 units sold.

This Cadillac has been completely restored to factory new condition, from the ground up, and is making its official debut at The Concours d'Elegance of America at St. John's.

**Raymond W. Arondoski**

**Grosse Pointe Park, MI**

**1964 Cadillac Fleetwood 60 - Special**

**Sedan by Fleetwood**

**American Post War**

**M1 349**

Sixty Special is the name used by Cadillac to denote a high end special model produced starting in 1938. This Harley Earl-Bill Mitchell-designed extended wheelbase derivative of the Series 60, often referred to as the Fleetwood Sixty Special, was a prime example of American luxury. The Sixty Special designation was reserved for some of Cadillac's most prestigious vehicles. It was initially offered as a four door sedan and briefly as a four door hardtop. This exclusivity was later reflected with the introduction of the Fleetwood Sixty Special Brougham d'Elegance in 1973, and the Fleetwood Sixty Special Brougham Talisman in 1974. The Sixty Special name was temporarily retired in 1976 but returned again in 1987 and continued through 1993.

1963 Cadillacs featured all new styling and a new mechanically streamlined 390 cubic inch engine that produces 325 horsepower. The Sixty Special shares its lack of body-side trim with the Eldorado. This creates a clean and formal appearance compared to the standard Cadillac models.

Other than a slightly revamped grille and rear bumper, the 1964 Sixty Special saw few exterior changes. Engine displacement was enlarged to 429 cubic inches, and the venerable Hydra-Matic transmission was replaced with the new Turbo-Hydramatic automatic transmission. The list price was \$6,366.00 and sales were up to 14,500 units.

This is a prime example of an entirely original, un-restored Fleetwood 60 special. The current caretaker and his father are the second owners. To date it has travelled just over 18,000 miles.

## **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.

**Greg Thomas**

**Maineville, OH**

**1937 Cord 812**

**Beverly**

**Auburn Cord**

**C 118**

The Cord was conceived and was the work of designer Gordon M. Buehrig and his team of stylists. It was the first American front-wheel-drive car with independent front suspension, but surprisingly used a basic tube rear axle with semi-elliptic rear springs. It is powered by a 289 cubic inch Lycoming V8 engine that produces 125 horsepower and is backed by a semi-automatic four-speed transmission.

This design allowed Buehrig to dispense with the driveshaft and transmission tunnel. This enabled the new car to be so low it did not require running boards, a feature seen on nearly all cars of the era.

It is said that the Cord was conceived as a Duesenberg. It is nearly devoid of chrome, has hidden door hinges and a rear-hinged hood, both new items. It also features pontoon fenders with hidden headlamps.

Additional unique features include a concealed fuel filler door and variable-speed windshield wipers. The engine-turned dashboard includes complete instrumentation including a tachometer and a standard radio.

Perhaps the most recognized feature is the "coffin nose" featuring a louvered wraparound grille, from which its nickname derived. This is a product of Buehrig's desire to not have a conventional grille.

This Cord Beverly 812 is one of approximately 400 produced in 1937. The current owner acquired the car in 2013 and has enjoyed showing it in various events and earning several national awards.

**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.

**Greg Thomas**

## **1936 Auburn 852**

### **Auburn Cord**

### **C 407**

The 1935 (851) and 1936 (852) Phaetons were virtually identical except for the name plate. They were designed by Gordon Buehrig, who was also responsible for designing the 810/812 Cords. A total of 651 model 851 and 852 Custom Phaetons were produced, from Aug. 1934 to Mar. 1936 when production ceased.

Power for this car is provided by a Lycoming straight 8 with a displacement of 280 cu. in. and rated at 115 HP. Lycoming was part of the E L Cord corporate network and therefore a sister company to the Auburn Cord Duesenberg Company. The car has a 3 speed manual transmission and a "Dual Ratio" rear end which provides for a high and low range for each of the gears.

This car was awarded a primary first place by the Auburn Cord Duesenberg Club in 2012 in Santa Monica Ca.



# **The Henry Ford**

## **Dearborn, MI**

### **1931 Bugatti Royale**

#### **Cabriolet by Ludwig Weinberger**

##### **Bugatti**

##### **BG 203**

The Bugatti Type 41, better known as the Royale, is a large, luxury car built by the French automaker from 1927 to 1933. It weighs nearly 7,000 pounds and is powered by a huge 778-cubic-inch (12.76-liter) straight-eight engine. It is one of the largest cars ever made. Only seven were built and just six are currently known to exist.

German physician Josef Fuchs took delivery of this Bugatti Royale, number 41121, with body by Ludwig Weinberger of Munich, in 1932. As Germany's political climate deteriorated, Fuchs and his car immigrated to the United States by way of Switzerland, China and Canada. Having escaped the Nazis unscathed, Dr. Fuchs' Bugatti fell victim to the cold New York weather. Water in the engine's cooling system froze during the harsh 1937-38 winter cracking the aluminum block. Fuchs would then abandon the car to a Bronx junkyard.

GM executive Charles Chayne purchased the Bugatti in 1943 and completed a thorough restoration four years later. Chayne repaired the engine block, replaced the single carburetor with four Stromberg units, upgraded the mechanical brakes to hydraulics, and redid all of the wiring. He repainted the car from the original black to yellow and oyster-white with dark-green accents. Chayne also replaced the seats and relocated the pedals to accommodate his 6'3" height. Charles Chayne donated the car to The Henry Ford in 1958. It remains one of the museum's most popular artifacts.

**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 Jean's 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; Velvoux, 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.

**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.

**Monroe, VA**

**1937 Bugatti T57C**

**Special Ventoux**

**Bugatti**

**BG**

**Donald Bernstein**

**Clarks Summit, PA**

**1939 Bugatti T57**

**Cabriolet by Letourneur**

**Bugatti**

**BG 360**

According to exhaustive research by noted Bugatti historian Pierre-Yves Laughier, a mere eight Letourneur et Marchand cabriolets were built on the Type 57 chassis. This is design number 5877 with chassis number 57587, the first built.

This car remained in Southwest France until 1956, when it changed ownership. At that time it was photographed by the "Bug Hunting" Russ Sceli for an article in Road & Track magazine.

In 1957, this car was sold to Dr. Milton Roth of Long Beach, California. Dr. Roth was known to be among the prominent American "Bugattistes" whose cars now reside among the most prestigious collections in the world.

In 1962 the car was recorded in the Bugatti Register and Data Book. It was then sold to a longtime Bugatti Club member, and then resold again in 1979. It would change hands several times until 2003, when the original engine was found and reunited with the car. At this time, the car was restored back to its original condition.

In 2004 the car was exhibited freshly restored at the Pebble Beach Concours d'Elegance. We are honored to share this amazing and beautiful piece of Bugatti history with you today.

**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.

**George W. Davidson**

**Louisville, KY**

**1930 Bugatti T35B**

**GP by Bugatti**

**Bugatti**

**BG 248**

The Type 35 is known to be the most successful of the Bugatti racing models. The Type 35's averaged 14 race wins per week and they won the Targa Florio for five consecutive years from 1925-1929. The 35B was the final version of the 35 series. It shared the 2.3 liter engine, but added a large supercharger.

This car was delivered new to the Luxembourg Bugatti agent Joseph Zigrand in 1930. From the 1930's through the 1950's it was raced at various European tracks to include Chimay, the Eifelrennen au Nurnburging, the Autorennen im Grunewald, the 1st 2nd , and 3rd Grand Prix du Centenaire Luxembourg-Findel, and Zandvoort.

It is believed that German soldiers shot it up during World War II. In several areas, the patched holes can be seen.

This car was acquired after the former owner was murdered by his estranged wife and her boyfriend. After completing a ground up restoration, the current owner has driven it about 10,000 miles in international rallies in Scotland, France, The Netherlands, England, New York and California. It has also been raced in the Prescott Hill Climb in England, at Lime Rock Park, Watkins Glen, the Indianapolis Motor Speedway and The Monterey Historic Races.

**David Duthu**

**Seabrook, TX**

**1925 Bugatti T35**

**Grand Prix by Bugatti**

**Bugatti**

**BG 279**

The Type 35 is known as the most successful of the Bugatti racing models. A total of one-hundred thirty-nine of the Type 35 A's were sold.

The 35A's are a detuned version of the Type 35 Grand Prix Car. This car, is #4631 with engine 43A and it was produced in September 1925 as a Course Imitation. It was also nicknamed "Tecla" after the well-known maker of cultured pearls.

The Tecla's engine uses three main bearings, smaller valves, and a coil ignition similar to the Type 30. It has an inline 8 cylinder engine that produces slightly less than 100 horsepower with a top speed of close to 100 miles per hour.

After a number of owners in Europe, this 35A ended up in the United States, imported by John Youman who purchased it in France. Peter Seferian, who owned a foreign car repair facility in Brighton, Massachusetts, personally restored the car between 1958 and 1962.

After Seferians passing, his widow sold it to David Carroll in Lexington, Massachusetts who had it re-restored to the original specs by Donald Koleman of Competition Motors. In 2005, it was sold to the current owner who uses it in races and rallies on a regular basis.



## **Rare Wheels Collection**

**Windermere, FL**

**1937 Bugatti T57S**

**Coupe**

**Bugatti**

**BG 151**

Ettore 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. Ettore'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.

## **1930 Duesenberg J**

### **Collector of the Year**

### **SME 397**

The Duesenberg Model J was produced in Indianapolis from 1929 until 1937. It was powered by a 420 cubic inch double overhead-cam engine, which produced 265hp normally and 320hp with the addition of the centrifugal supercharger. It was capable of 104mph in second gear and a top speed of 130mph. There were 480 cars sold that received custom coachwork, tailored to the individual whims of the each owner with no two Duesenberg's exactly the same. A top of the line Duesenberg could cost \$20,000 at a time that a new Auburn Sedan could be bought for \$1,000 or a Model A for under \$500. The Coachwork was left to the discretion of the buyer. The cost of a rolling chassis was around \$8,000 and usually included all mechanical components, dashboard, radiator grill and other essentials. Graber was a coachbuilder in central Switzerland. The firm supplied bodies to a number of different manufacturers, one being Duesenberg. One would argue, that very few enthusiasts who see this car, would recognize it as a Duesenberg. The beautiful styling, long hood, flowing lines and striking color make it a unique automobile coveted by collectors. Its beauty, rarity, and provenance earned it a runner up award for Best in Show at the 2010 Pebble Beach Concours.

**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**

What you are looking at is one of the most historical 30's Chrysler automobiles with incredibly significant provenance. Built specifically for Walter P. Chrysler, it was assigned to the Chrysler Design Department and likely penned by Herb Weissenger, known for his distinct French influence.

In addition to the unique design, it has numerous experimental features and engineering concepts. This includes the high compression aluminum cylinder head and a gas pedal actuated starter with an automatic stall restart. Additional unique features include the automatic choke with a solenoid operated gas dump valve that activates in the case of flooding, and a pendulum actuated control valve that disengages the clutch in the event of a panic stop. It also has a high speed rear end gear ratio and a spare tire mounted on rails in the trunk for easy access.

Upon close inspection, you will find that just about everything on this car is custom. It has all aluminum bodywork and headlamps that were made slightly larger in diameter, as is the grill and unique design stone guard. The body features a disappearing top, tool cases mounted on both fenders, a custom radio with an invisible antenna sewn into the folding top and custom pedal and trim rubber molded in red to match the color scheme.

When this car was purchased from the Chrysler family, it had a mere 8,600 miles on the odometer. As the second non Chrysler family owners, it currently has 12,900 miles.

**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.

**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.



**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.

**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**

During the 1968 Flip Top Funny Car racing season, no vehicle broke more ground than the Coleman Taylor Ford Torino out of Memphis, Tennessee. It sports one of the most unusual body styles in the class, and along with its Logghe chassis and 427 Supercharged and fuel injected SOHC motors, burning large amounts of nitromethane, it proved to be one of the most competitive funny cars running the circuit.

The Coleman family had a storied history of racing in various circuits throughout the country, but it was in the trench wars of nitro funny car racing that they made their lasting mark on the class, and in Drag Racing.

When the Torino was originally built it sported the finest equipment that money could buy. The Logghe chassis combined with a Fiberglass LTD body, the aluminum interior work by Al Bergler and the SOHC motor made it an almost unbeatable combination on both the national and match race circuit.

This Torino was originally campaigned by Larry Coleman, Sydney Foster and Larry Grace, and the funny car never wandered away from the family.

The meticulous restoration you see here represents an era before the advent of aero and "mini" bodies that were to debut in funny car racing in 1969.

**Paul Tall Paul Brown**

**Algonquin, IL**

**1967 Chevrolet Corvair**

**Flip Top Funny Car by Logghe Stage 2**

**Chassis**

**Drag Racing**

**DR 179**

As the end of the 1966 Funny Car racing season closed out, a new type of Flip Top Funny Car chassis began to emerge. Due to racing mishaps experienced during the 1966 season, the Logghe Brothers saw a need to design a new style of chassis (Stage 2) that addressed driver safety as paramount to the sport. The roll cage was made tighter and closer to the driver, and the seat and safety belt mounting points were addressed.

Originally Doug Thorley would campaign two Chevrolet Corvairs on the Funny Car circuit. Both were very successful and won many historic races, including the 1967 NHRA U.S. Nationals. The original 67' Corvair was the first to surpass 200 miles per hour in the quarter mile with its nitro methane burning 427 cubic inch Chevrolet engine, which in 1967 was unheard of.

An original Logghe Stage 2 chassis along with an untouched Fiberglass Trends Corvair body was used to faithfully replicate the Doug's Headers historic Corvair Funny Car.

The Doug's Headers Corvair represents a time period in Flip Top Funny Car racing when body styles of all types raced in this wild and wooly category. The body shapes had not yet experienced the aero designs that were yet to come, and as such, the Corvair is easily recognizable.

**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.

**Dublin, GA**

**1971 Chevrolet Vega**

**Flip Top Funny Car**

**Drag Racing**

**DR**

Based on a concept car introduced at the 2012 Paris Auto Show, this is Porsche's first production hatchback. By rearranging the rear sheet metal of its standard Panamera sedan Porsche, they created one of the world's most exotic luxury hatchback sport wagons.

The Sport Turismo model has additional rear headroom with 4 + 1 seating and more cargo space. All-wheel drive is standard and this model's powertrain is the 550-horsepower twin-turbo 4.0 liter V-8. What other vehicle on the market can carry a family of four along with all their luggage and go 0 - 60 in 3.6 seconds with a top speed of 188?

The Turbo Sport Turismo sends power to all four wheels through Porsche's first eight-speed dual-clutch PDK automatic transmission. Body roll, however, is kept to a minimum with the optional Porsche Dynamic Chassis Control Sport package, which adds active front and rear anti-roll bars and a torque-vectoring rear axle.

Furthermore, the Sport Turismo's Sport Chrono package allows it to easily and quickly change the ride quality from soft to firm with a twist of a steering-wheel-mounted driving-mode switch.

This car was delivered in February 2018 and has all of the chrome blacked out with the carbon fiber interior with 18 way adaptive sport seats and a digital instrument cluster. The owner will be shipping the Sport Turismo to Nurburgring Germany shortly to be driven at the famous Nordschleife track known as the "Green Hell".

**John and Raina Lipori**

**Marina, CA**

**1967 Buick Gran Sport**

**Funny Car by Lipori/Fiberglass LTD.**

**Drag Racing**

**DR 166**

The Ingenue Buick Gran Sport Flip Top Funny Car represents an era in racing when private entrepreneurs could successfully put together a racing program on a slim budget to race against the Chrysler and Ford factories that at the time had unlimited budgets. It is only one of 2 Buick body Funny Cars that raced in the 1967-69 period.

Jerry Lipori and Steve Malise were co-owners of Brooklyn Speed and Marine and they made the fateful decision to go funny car racing in 1966. With the assistance from nearly all of the Buick dealers in New York, Ingenue was created.

Ingenue utilizes a straight forward copy of a Logghe chassis design, along with a nitromethane burning 430 cubic inch Buick engine. At the time, it was the only Flip Top Funny Car utilizing this type of engine. The body was made from a mold pulled from a 67' Buick Grand Sport and built up by Ron Pelligrini of Fiberglass Limited fame in Chicago.

The Ingenue logged speeds in excess of 190 miles per hour with elapsed times in the 7.7 second range in 1969. This was accomplished using a 392 cubic inch Chrysler Hemi engine. This was later replaced with a Buick engine once the restoration began. It is capable of starting on nitro methane fuel.

**Bill Porterfield**

**Williamston, MI**

**1970 Chevrolet Camaro**

**Coupe**

**Drag Racing**

**DR 187**

As the 60's era of Flip Top Funny Cars closed, a new breed of Funny Cars began to emerge. They were lighter and the tube chassis was much stronger, built to absorb even more horsepower. More chassis makers began to emerge across the U.S. Here on display is a Don Hardy chassis built to the specifications of Dick Harrell, known as Mr. Chevrolet. More importantly, these chassis gave the driver more protection from inevitable 200 mile per hour mishaps.

Prior to the start of the 1970 racing season, Dick Harrell placed an order with Don Hardy to build a specialty chassis to be fitted with the new 1970 Camaro body style. Hardy provided the bodywork, aluminum interior panels, and parts to go with the basic chassis.

Dick Harrell finished up the race car with plumbing, wiring, safety equipment and wheels and tires. He then added the 427 cubic inch Chevrolet engine that was supercharged, fuel injected and burned nitro methane fuel.

This Camaro raced in AHRA events and match races during the 1970 season. In later years the body was used on a variety of chassis with various paint schemes. It was very successful during the 1970 racing season.

The body was recently located and in conjunction with a replacement replica frame, it was outfitted with period correct components. The Dick Harrell Camaro is capable of starting on 100% nitro-methane.



**Kevin Beal**

## **1968 Mercury Cougar**

### **Flip Top Funny Car**

#### **Drag Racing Class**

**DR 368**

1968 was the high water mark for Factory Sponsored race teams from Lincoln-Mercury, specifically in the Flip Top Funny Car arena. The Air Lift Rattler which was campaigned by Fast Eddie Schartman in 1968, and was one of three built that year by Logghe Stamping. The other two were for Ken & Leslie and Dyno Don Nicholson.

The Stage 2 Logghe chassis was powered by a nitro-methane burning, supercharged and fuel injected 427 SOHC Mercury motor with a specially prepared C-6 racing transmission.

The 1968 Funny Car race season was marked with numerous world speed and elapsed time records. As the season progressed, with speeds in excess of 205 miles per hour and e.t.'s in the 7.40 range, it showed just how fast the class had progressed in just three years since its inception.

Ed Schartman campaigned this Flip Top Funny Car until the end of the '68 season and then it was sold due to the departure of factory support. The Cougar disappeared from public view until it was discovered and purchased by Kevin Beal.

The resurrection of the Air Lift Rattler began shortly after the Cougar was purchased. The body is the original from 1968 and the vintage fuel burning, supercharged SOHC 427 Mercury motor came from the Tommy Grove stable. It carries the rare aluminum SOHC cylinder heads.

Refurbishing the Cougar and its Logghe chassis was accomplished by Linblad, and stands as a window into the past that marked the height of Lincoln-Mercury's efforts in the Flip Top Funny car arena of drag racing.

**Courtland, ONT**

**1967 Mercury Comet**

**Flip Top Funny Car**

**Drag Racing Class**

**DR**

**Bruce Larson**

## **1968 Chevrolet Camaro**

### **Flip Top Funny Car by Logghe**

#### **Drag Racing Class**

**DR 376**

In the winter of 1967 a young Chevrolet racing enthusiast from Harrisburg, Pennsylvania contacted the Logghe Brothers about building a state of the art Camaro Flip Top Funny Car. Bruce Larson was sponsored by Sutliff Chevrolet, and as he had successfully campaigned Chevrolet powered race cars, he was committed to being competitive in the world of Flip Top Funny Car racing.

The USA-1 was the result of the efforts of the Logghe Brothers, Bruce Larson, and Al Bergler who handled the body mounting and tin work. It soon became one of the most notable funny cars in the world, with its easily recognizable red, white and blue paint scheme with gold stars.

In the initial year of campaigning the USA-1, Bruce managed to win numerous prestigious events. This Camaro was one of the first flip top funny cars to reach 200 miles per hour with elapsed times in the 7.4 second range. It is powered by a nitro methane burning supercharged and fuel injected 427 cubic inch Chevrolet engine.

Restoration began in 1996 and this historic race vehicle was match raced thru out the United States for an additional six years.

The USA-1 is the original race car from 1968 and it includes its original Logghe Stage One chassis and Camaro body.

**Terry and Jennifer Adderley**

**Troy, MI**

**1932 Duesenberg J**

**Roadster by Murphy**

**Duesenberg**

**D 109**

The known history of this Duesenberg begins at its Los Angeles branch in 1930. It remained unsold for quite some time and was eventually transferred to the New York Branch. In 1934, East Coast socialite J.W.Y. Martin acquired the car. Martin was a horse breeder and owner of race horses. He returned the car to New York in 1935.

Eventually the car passed to Richard Slobodian of New Jersey. During Mr. Slobodian's ownership, the car was given a comprehensive restoration that included the installation of an SJ supercharger, sourced from J-401. This supercharger came from the Castagna bodied convertible sedan whose engine was used by Pratt and Whitney to run tests on the airplane engine superchargers they were building during World War II.

The disappearing top roadster is one of the most enduring designs created by the Walter M. Murphy Company of Pasadena California. Mounted on the short wheelbase chassis and powered by the 320-horsepower supercharged, double overhead cam 32 valve engine, this car is one of the ultimate prestige automobiles produced in the mid-thirties.

**Vaughn Veit and Kelly Lehrmann**

**Monticello, MN**

**1931 Duesenberg J**

**Phaeton/Convertible by Derham**

**Duesenberg**

**D 137**

The original owner, Charles Groff took delivery of this Duesenberg on November 20, 1931 from Duesenberg's Philadelphia branch. It had been bodied by Willoughby of Utica, New York with one of their Berline bodies.

Willoughby was a producer of custom bodies built in short series for major American automobile companies. Usually the bodies were produced in runs of 50 or less with individual specifications allowing purchasers to add special details that set their automobile apart, while still maintaining the financial benefits of series production. These details include upholstery materials and design, and interior and exterior hardware being supplied to customers specifications. The main body construction was superbly done and utilized clever processes to speed up production, while maintaining quality. An example of this was their use of complicated thin wall castings to provide excellent body details with minimum hand work. After an accident in the 1950's, the original Willoughby Berline body was replaced by a copy of the Tourster body designed by Gordon Buehrig, of which eight were built by Derham. This body was created in Ted Billings' restoration facility in Shrewsbury, Massachusetts. Billings built several Derham Tourster bodies for use on Duesenberg chassis's that had missing or deteriorated original coachwork. These bodies are essentially duplicates of the original design and were

built of aluminum over wood framing.

The long wheel base chassis, eight cylinder double overhead cam engine and body have been restored by Scott Arnstrom of Lakeland Motors Inc, to the original grandeur and performance the Duesenberg and Derham represented.

## **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.

## **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.

**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.



**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.

**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.

**Indianapolis, IN**

**1936 A.C. 16-60**

**Coupe**

**European Classic**

**J**

**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.

## **Off Brothers Collection**

**Richland, MI**

**1931 Rolls Royce 20-25**

**Drop Head Coupe by Woblauffer**

**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.

**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.

**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.

**Shawn Miller**

**1936 A. C. 16160**

**Coupe by Faltery**

**European Classic**

**J 405**



**Todd and Peggy Nagler**

**Rochester, MI**

**1947 Delahaye 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**

**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 1 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.

The NSU Ro 80 is a four-door, front-engine sedan manufactured by West German firm NSU from 1967 until 1977. Noted for innovative, aerodynamic styling by Claus Luthe and a technologically advanced powertrain, the Ro 80 features a 113 horsepower, 995 cc twin-rotor Wankel (rotary) engine driving the front wheels through a semi-automatic transmission with a vacuum operated clutch system.

This car also features 4-wheel disc brakes, unusual at the time on anything but costly luxury cars. Front brakes are inboard to reduce unsprung weight. MacPherson strut suspension and semi trailing arms are used along with rack and pinion steering. These were all features ahead of their time on a family sedan at this price point. The Ro 80 was voted Car of the Year for 1968 and 37,398 units were manufactured over a ten-year production run, all in a single generation.

NSU invented the principle of the modern Wankel engine with an inner rotor. The NSU Ro 80 was the second mass-produced two-rotor Wankel-powered vehicle after the Mazda Cosmo.

**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.

**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.



**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.

## **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."

**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.

**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.

**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.

**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.



## **America's Packard Museum**

**Dayton, OH**

**1914 Packard 1-48**

### **Runabout**

#### **Gas Light Class**

**A 359**

Packard brothers James Ward and William Doud began the Packard story in Warren, Ohio when James Packard was unhappy with a car he purchased from Alexander Winton. He decided that he could make improvements to it. From this beginning, through and beyond the 1930s, Packard-built vehicles were perceived as truly competitive among the high-priced luxury American automobiles.

For most of its history, Packard was guided by its President and General Manager James Alvan Macauley. Inducted into the Automobile Hall of Fame, Macauley made Packard the number one designer and producer of luxury automobiles in the United States. Macauley was also responsible for the iconic Packard slogan, "Ask the Man Who Owns One"

By 1914 Packard had become synonymous with refinement and quality. They were extremely proud of their new "Dominant Six." They put the massive 525 cubic inch engine to the test by running it for 12 ½ days straight, through 21.7 million revolutions in a testament to their engineering.

The Packard 1-48 for 1914 cost an astonishing \$4,650 at a time when the average price of a new car was just \$500.00 and an average yearly wage was \$1300.00.

These cars boasted 37-inch tires over wood spoke wheels, electric head and side lamps, aluminum bodies, and the soon-to-be-standardized left-hand drive.

**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.

**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.

**Mark Hyman**

**St. Louis, MO**

## **1911 Pope Hartford Model W**

### **Portola Roadster**

#### **Gas Light Class**

**A 362**

First appearing in 1903, the luxurious Pope-Hartford was renowned for its durability and performance. The Model W was introduced in 1911, powered by a massive, 450 cubic inch four-cylinder T-head engine.

Rated at the same 50 horsepower as the six-cylinder Model Y, the W was favored by racers for its proven durability. Success came in the grueling 1909 Portola Road Races in California, and to celebrate, Pope-Hartford offered the stripped-down 4-seat Model W "Portola" Roadster. Victory at Portola came again in 1911, when Bert Dingley averaged over 65 miles per hour in his Model W to win the 165-mile race.

With its low-slung bodywork, 36" wheels and 124" wheelbase, this 1911 Pope-Hartford "Portola" has a commanding presence. It is one of just a few known survivors.

A unique feature of the Portola body is the removable rear deck with twin folding jump-seats. The entire assembly can be replaced with a flat panel that holds multiple spare wheels for racing. It also features lightweight patent leather spats between the body and frame.

The 50-horsepower class T-head engine can propel this Model W to tremendous speeds, though 2-wheel mechanical brakes require some planning ahead! This powerful Pope-Hartford is one of the most thrilling speedsters of the era, a true racer for the road.

**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.

**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.

**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 Model T weighs 1,200 pounds.



**Battle Creek, MI**

**1923 Franklin Series 11**

**Tourer**

**Jazz Age**

**B**

**Clermont, FL**

**1920 Rolls Royce Silver Ghost**

**Jazz Age**

**B**

**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.

**Roger Melton**

**Bloomfield Village, MI**

**1919 Stearns Knight SKL - 4**

**7 Passenger Touring**

**Jazz Age**

**B 347**

Frank Stearns built his first automobile in 1896. By 1900, he had established the F.B. Stearns Company in Cleveland, Ohio. His goal was "to build a motorcar that would beat the world". As a skilled machinist, he sought perfection in the materials he used and in the design and workmanship. Stearns automobiles would earn a reputation as being among the most powerful, reliable and well built automobiles of the era.

This 7-passenger Touring Car was the largest offering for 1919. It features jump seats and was originally delivered to a dealer in Boise, Idaho. Upon delivery, the dealer decided to put the car into long term storage, where it remained until 1963. At that time, William Harrah learned of the car and purchased it for the famed Harrah Automobile Collection in Reno, Nevada. At the time, the odometer read just 751 miles. Upon Harrah's passing, the car would be sold at auction in 1985. Deterioration to the paint and seats necessitated some cosmetic work at the time. The current owner is the third, and he would perform an engine rebuild as it had sat for so long unused. Other than that, the car is virtually as new. The owner states that "the cross hatching on the metal clutch, brake and accelerator pedals is as perfect as the day they were manufactured, and most of the car shows the same newness."

**Port Huron, MI**

**1922 Wills St. Clair**

**Jazz Age**

**B**

**James Eby**

**Reddington Beach, FL**

**1919 Franklin 9B**

**Touring by Walker Body Company**

**Jazz Age**

**B 302**

The Franklin Automobile Company produced vehicles from 1902-1934 in Syracuse, New York. A total of 154,000 cars were built, with the Model 9,177 Series 9 cars produced from 1916-1922.

The original price for this car exceeded \$3,000.00, a lofty amount at a time when competitors offered cars for considerably less.

This unrestored Series 9B Touring was purchased new in Indiana by Irvin Eby, the current owners' grandfather. A dairy farmer, he and his wife Maude ran an 80 acre dairy farm near Wakarusa, Indiana. It was the first car he owned and it was used as the family's primary transportation until 1929. They continued to use the car on the farm for various uses, including carrying seed and occasionally milk in 10 gallon cans.

At age six, the owners' son Wendell learned to drive in this car. When he turned nine his father was negotiating a deal with a scrap metal dealer. Young Wendell "raised a fuss" and was able to convince his father to gift it to him.

The car would then go up on blocks in the garage until 1942. At 15, Wendell began driving the car to high school and later, to college. After years of use, he would replace it in 1948, but continue to hold on to it as a second car. In 2016, he gifted it to his son, who is the current owner. It has been driven From Indiana to Florida, New Orleans and Atlanta within the past several years.

**Pack 12 LLC**

**Newbury, OH**

**1918 Pierce Arrow 48**

**4 Passenger Roadster**

**Jazz Age**

**B 354**

Like so many of the finest luxury automobile manufacturers, Pierce-Arrow offered several distinct yet seemingly redundant body styles. In 1918, no less than fourteen body styles were offered on the 48 chassis, with additional custom bodies for those discerning customers who were not content with this selection.

Pierce-Arrow engines had cylinders that were cast in pairs and secured to all aluminum crankcases. Many parts were built by hand and all were of the finest quality. The Pierce Arrow inline six cylinder engine was NACC rated at 48 horsepower, but actually produces 92 horsepower and measures 525 cubic inches. In the teens and twenties, the Pierce-Arrow sixes were considered among the best and were coveted by people not only in the United States, but also by many Europeans. They were known for their exceptionally high rate of customer satisfaction.

A long list of advanced features includes a live axle rear suspension with semi-elliptical leaf springs and two wheel mechanical brakes.

Pierce-Arrow had also established their own Art Department, long before General Motors recruited Harley Earl to create their 'Art and Colour Department.' Herbert Dawley designed the bodies for the Pierce-Arrow automobiles and worked closely with the clientele to ensure that the proper and appropriate colors, materials, and accessories were fitted to each of the vehicles.

**Roger W. Holl**

## **1917 Pilot 2 Door Roadster**

### **Roadster by Pilot Motor Car Company**

**Jazz Age**

**B 375**

Pilot automobiles were manufactured in Richmond, Indiana from 1909 to 1924. Their slogan was "The Car Ahead" which was certainly appropriate. In advertisements Pilot claimed "the word pilot has been a synonym for honesty in material and construction, and no car built in this country has such a consistent record for unqualified service. They can be compared only with the highest class cars made in this country and selling for a thousand dollars more in price."

Pilot was an outgrowth of the Seidel Buggy Company of Richmond, named for its founder George Seidel. Mr. Seidel served as its president from the beginning until its end. With a production capacity of about 500 cars per year, they produced approximately 11,000 cars over the years.

Seidel prided himself on the fact that his was among the first companies to employ women. From 1909-1912, Pilot automobiles were exclusively powered by 4-cylinder engines, usually from Teetor-Hartley of Hagerstown, Indiana. In 1913, they offered a six cylinder engine, as is seen in this prime example.

This Pilot 6-45 Two-door Roadster utilizes a chassis that is a duplicate of one that made a tour from Indianapolis to Los Angeles covering over 4,000 miles without a mechanical adjustment. This car originally sold for \$2,250.00.



**Herb Wiese**

**Lenoir City, TN**

**1958 Edsel Pacer**

**Convertible**

**Jet Age Class of '58**

**JA 216**

How could anything go wrong? Backed by the latest market research and loaded with space-age glamour, Ford's brand-new 1958 Edsel was destined to make history. "Once you've seen it, you'll never forget it," enthused an introductory ad for the 1958 Edsel. "Only Edsel gives you 1958's most talked-about, most exciting styling — with America's first jet-grille design," declared another Edsel ad.

Four lines were offered: the Ford-based Ranger and Pacer, plus the larger Corsair and Citation on a revised Mercury platform. Body styles included sedans, coupes, hardtops, wagons and convertibles. The public, unfortunately, wasn't buying. First year production reached only 68,045 units and the Edsel was quietly discontinued in the fall of 1959 with an extremely abbreviated production run of 1960 models.

Our featured 1958 Edsel is the sporty Pacer convertible, finished in Ember Red and Black. Options include power steering and power brakes, "Teletouch" pushbutton automatic transmission, tachometer and a Town & Country radio with dual antennas. As received, the car was very rusty and had 2x4s holding it together, but still had its original driveline. An extensive restoration was undertaken over a seven-year period to return the car to as-as-new condition. The standard E-400 V8 engine features a displacement of 361 cubic inches and is rated at 303 horsepower.

**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**

Our featured 1958 Studebaker President was completely restored in 2018 and is making its show debut at the 40th annual Concours d'Elegance of America.

This car, one of just 1,171 Starlight Hardtop Coupes, was built on January 7, 1958 in South Bend, Indiana and shipped to a dealer in Indiana, Pennsylvania. It was ordered with a full roster of optional equipment, including automatic transmission, power steering, power brakes, whitewall tires and turn signals. It also has the available 15-inch spoked wheel covers. The car is painted in authentic Parchment White with gold metallic accents on the roof and tailfins.

The Starlight Hardtop was Studebaker's top-of-the-line model in 1958. Studebaker called it "a star of the first magnitude in the constellation of Studebaker-Packard automobiles." Created on a shoestring budget, the 1958 Starlight seemed very up-to-date with quad headlamps, rear fender fins and an airy hardtop roofline. With a wheelbase of 120.5 inches and overall length of 206 inches, the Starlight offered spacious interior seating and a roomy trunk.

With a four-barrel carburetor and dual exhaust, the "Sweepstakes 289" V8 engine was rated at an impressive 225 horsepower. There was an unusual amount of specific engineering and tooling required for this one-year-only model, but the final product is stately and distinctive.

**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.



**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.

# **The Studebaker National Museum**

**South Bend, IN**

**1958 Packard Hawk**

**Hard Top Coupe by Factory**

**Jet Age Class of '58**

**JA 272**

Historians agree that the last “real” Packards rolled off the Detroit assembly line in 1956. After the 1954 merger of Studebaker and Packard, production of both marques was consolidated in Studebaker’s South Bend, Indiana facilities. The resulting 1957 Packard, just a redecorated Studebaker created on a shoestring budget, disappointed brand loyalists. Packard tried one last time, in 1958, but fewer than 3,000 units were produced before the marque ceased production in July of that year.

Our featured car is the one-year-only Packard Hawk Coupe, the model collectors prize above all other 1958 Packards. The Hawk was obviously related to the performance-focused Studebaker Hawk Coupe, which had made its debut two years earlier. The Packard Hawk was distinctive and rather controversial, with its low, gaping grille and fiberglass front end replacing the Mercedes-inspired grille used by Studebaker.

A supercharged 289 cubic-inch Studebaker V8, rated at 275 horsepower, made this the fastest Packard ever built. From the full leather interior to the engine-turned instrument panel trim that recalled 1930s-era classics, custom car touches abounded in this unusual design. As on early aircraft and custom boats, padded leather armrests were placed outside the car on the doors. Out back, between the tacked-on fiberglass fins, a fake spare tire bulge adorned the trunk lid. Priced at \$3,995 before options, only 558 of these final-year Packards were built.

**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**

The futuristic 1957 Plymouth, a Virgil Exner creation, instantly overhauled Plymouth's workaday image and catapulted the brand into third place in industry sales. Not surprisingly, few changes were made to the successful Plymouth in 1958. It continued as the Chrysler Corporation's best-selling car and was promoted as "The Star of the Forward Look."

The displayed '58 Plymouth is the top-of-the-line Fury, a high-performance model that made its debut in 1956. Available as a two-door hardtop only, the 1958 Fury was offered exclusively in one color, Buckskin Beige. The unique exterior trim included "Sport Tone" moldings with gold anodized aluminum inserts. An airy hardtop roofline contributed to the impressively long, low and wide appearance. Plymouth advertisements promoted the "sweeping, distinctively graceful Stabilizer Fins that make highway travel easier and safer." A 318 cubic-inch "Dual-Fury" V8 with twin four-barrel carburetors was standard. Our featured Fury is equipped with a new-for-1958 option, the 350-cubic-inch "Golden Commando" V8, rated at 305 horsepower.

With a base price of \$3,032 before options, the Fury was the most expensive Plymouth in the '58 line. Even so, Plymouth advertisements boasted of a "Broadway Look at a Main Street Price." Production reached 5,303 units, down from 7,438 built in 1957.

**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.

**Peter H. Phillips**

**Leonard, TX**

**1958 Rambler Ambassador**

**4 Door Hard Top**

**Jet Age Class of '58**

**JA 198**

This 1958 Ambassador pillar-less hardtop "Cross Country" station wagon is believed to be one of only two remaining. Sold new in Lake Charles, Louisiana, the dealer's logo is still on the tailgate.

The current owner found this rare wagon about 10 years ago. It had been sitting neglected in a South Carolina peach orchard, last licensed in 1965. He purchased it and painstakingly restored it to its current condition. This Ambassador is unusually well-equipped, with factory air conditioning, power steering, power brakes, pushbutton radio, automatic transmission, two-tone paint, roof luggage rack, 4-barrel carburetor, dual exhausts, and a radio. The electric clock and reclining front seats were standard equipment on the Ambassador.

In 1956, Rambler was the first manufacturer to offer a four-door hardtop wagon. Another redesign, in 1958, pushed Rambler into the number-three sales slot in the wagon rankings. The line-topping Ambassador hardtop wagon was anything but commonplace. Priced dollar-for-dollar with Buick and Chrysler, the long, luxurious Ambassador hardtop wagon featured a 327 cubic-inch V8, a remarkably well-appointed interior and an extended wheelbase for an exceptionally smooth ride.

Only 294 of the hardtop wagons were built in '58, another 578 for '59 and just 435 in 1960, before Rambler returned to conventional pillared styling for all its 1961 station wagons.

**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.

## **1958 Chrysler 300D**

### **2 Door Coupe by Chrysler**

#### **Jet Age Class of '58**

#### **JA 373**

It was rare and desirable from day one. In announcing the 1958 300D on December 5, 1957, Chrysler described the high-performance machine as “a prestige car designed to please motorists who drive fine cars for pure pleasure.” Just 618 examples of the legendary 1958 300D hardtop coupes were produced in 1958. This was the fourth year for the famous Chrysler letter series (hence the “D” designation), and the second year for the fabulous “Forward Look” high-finned styling.

Standard power for the 300D was a 380-horsepower, 392 cubic-inch “FirePower Hemi” V8. A 390-horsepower version with Bendix Fuel Injection was also offered. Unfortunately, the injection system was unreliable and only 35 were built before production was halted. In 1957, a stock 300C was clocked at 138.9 mile per hour on the sands of Daytona Beach. The following year a slightly modified 300D made a record-breaking 156.3 mile per hour run on the Bonneville Salt Flats.

In a glowing review of the 1958 300D, Motor Trend Magazine declared, “the big D is a true sportsmen’s car, built with the velvet precision of a fine gun and loaded with a V8 powerhouse designed for one purpose — to go, and go and keep on going until you run out of road.”



**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.

**Todd and Holly-Faye Jenkins**

## **1957 Mercedes Benz W198/300SL**

**by Mercedes-Benz**

**Mercedes Benz**

**MZ 408**

The 300SL Roadster was introduced at the Geneva Automobile Show in March 1957, as a successor of the famous Gullwing. It was meant as a true sports car (not a racecar) and was a favorite of Industrialists, Heads of State, and Celebrities.

Although very similar to the Gullwing, the Roadster was an evolutionary design improving on two of the Gullwing's major shortcomings; poor ventilation and a tendency for treacherous oversteers. The Roadster's convertible top solved the ventilation problem and a new low-pivot rear axle cured the oversteer. The Roadster was produced from June 1957 to January 1963 being replaced by the 230SL. Total production for the Roadster was 1,858 units.

The 1957 300SL Roadster featured here has been in the family since new. It is believed to be the first Roadster ordered from the factory worldwide and to have played a significant role in the ultimate Series production of the model. It was specially ordered by Mr. Alfred Jenkins, father of the current owner, on July 19th, 1956 after over two years of correspondence directly with the Mercedes factory regarding the car's production.

The car has extensive pre and post purchase documentation and original accessories. It currently has 53,000 original miles and retains 99% of its original parts. It is regularly driven and enjoyed by the current owner and his wife.

## **1962 Mercedes-Benz 300SL**

### **Roadster**

#### **Mercedes Benz**

#### **MZ 406**

The Mercedes-Benz 300 SL was the first version of the SL-Class grand tourer. They were the fastest production car of its day. Introduced in 1954 as a distinctive two-seat coupé with gull-wing doors, it would later be offered as an open roadster. United States Mercedes Benz distributor Max Hoffman created the idea to produce a toned-down Grand Prix car tailored to affluent performance enthusiasts. The timing was perfect, as the booming post-war American market was eager to own vehicles that would stand out.

Mercedes accepted the gamble and introduced the new 300 SL; 300 for its 3.0 liter engine displacement and SL for Sport Leicht (Sport Light). It was introduced at the 1954 New York Auto Show rather than the Frankfurt or Geneva where new models usually made their debuts.

The media and public were impressed and it was a success. Even today, the iconic 300SL stands alone with its distinctive doors, first-ever production fuel injection, and world's fastest top speed. The original coupé was available from March 1955 to 1957, the roadster from 1957 to 1963.

This 300SL Roadster is an unrestored example that has survived in exceptional condition. The original owner passed away in 1976, and records indicate the car had a mere 16,000 miles on the odometer. The car was stored until 1989 when the original owners' wife decided to sell it. Today the current owner enjoys sharing the car, which is used as a master reference vehicle for restorers.

**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.

## **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.

**Mike Schiltz**

**Canton, OH**

**1954 Mercedes Benz 300SL**

**Coupe**

**Mercedes Benz 300SL**

**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.

**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. Wiegert 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.

**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.



**Paul Eddeleston**

**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.

**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.

**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 Gottlieb Daimlers motor boat engines. After suffering financial difficulties, the company would be purchased by B.S.A. in 1910, and later combined with the Lanchester 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.

## **Z Motorsports Collection**

**Birmingham, MI**

**1989 BMW Z1**

### **Modern Collectibles**

**MD 208**

A BMW Z1 is a car that almost all enthusiasts are aware of, but that almost none have ever seen. It was produced from March 1989 to June 1991. Although around 8,000 cars were sold, it was not available in North America. Today, only a handful of these fascinating roadsters have found their way to our shores.

The Z1 is known for its drop-down doors, but it is also technically interesting. In addition to the unique door design, the Z1's body featured several other then-new innovations: removable plastic body panels, a flat undertray, a roll-hoop integrated into the windscreen surround and continuously zinc welded seams, all innovations that are now commonplace. The side panels and doors are made of General Electric's Xenoy thermoplastic and are hung on a space frame. The hood, trunk, and roof are fiberglass. The car is painted in a special flexible lacquer finish developed jointly by AKZO.

During the Z1's launch, BMW suggested that owners purchase an additional set of body panels and change the color of the car from time to time. The car can actually be driven with all of the panels completely removed. BMW claimed that the body panels could be completely replaced in 40 minutes, although Z1 owners have reported that this may be a bit optimistic.

The sole drivetrain configuration is a 2.5 Litre straight-six engine and five-speed Getrag manual transmission. The Z1 was available in six exterior colors and four interior colors.

## **Z Motorsports Collection**

**Birmingham, MI**

**1993 Nissan 300ZX**

**Coupe**

**Modern Collectibles**

**MD 207**

In 1990, Nissan shocked the enthusiast world with a car that was not only a great performer, but was also strikingly beautiful. Its design was perfectly balanced and without any unnecessary decorative trim. It was a welcome change from the overwrought designs of most sports cars of the preceding decade.

Unchanged from the previous generation 300ZX was the displacement of the 3-litre V6 engine. It now featured dual overhead camshafts, variable valve timing and produces a rated 222 horsepower and 198 lb□ft of torque in naturally aspirated form. The turbo variant was upgraded with twin Garrett turbochargers and dual intercoolers producing 300 horsepower and 283 lb□ft of torque.

Performance varied from 0-60 times of 5.0-6.0 seconds depending on the source, and it had a governed top speed of 155 miles per hour. On the twin turbo models, four-wheel steering was available under the name Super HICAS (High Capacity Actively Controlled Steering).

The 300ZX was one of the first cars to be designed entirely with CAD software. Like previous generations, Nissan offered a 2+2 model and in 1992, a convertible version was offered.

This example is owned by a collector with a focus on truly outstanding sports cars of the Modern Era.



**Thomas M. Fazio**

**South Lyon, MI**

**2000 Qvale Mangusta**

**Convertible Coupe**

**Modern Collectibles**

**MD 334**

The Qvale Mangusta is a rare Italian car with American power. It uses Ford's 4.6L V8 engine with either a manual or automatic transmission. It uses a front mounted mid-engine, rear wheel drive layout, with fully independent suspension, wishbone upper and lower control arms, coil springs and anti roll bars and 4 piston Brembo brakes front and back.

The chassis of the Mangusta was designed by former Formula 1 designer Enrique Scalabroni, who had worked for Dalara, Williams F1 and Scuderia Ferrari. Each Mangusta chassis was formed of welded laser-cut steel sections and was galvanized by Vaccari and Bosi.

Scalabroni designed a high torsional rigidity chassis. This was important as the Mangusta did not have a structural roof.

Body panels were constructed of resin transfer molding (RTM) plastic.

The exterior was styled by Marcello Gandini in Italy. The interior was styled by Christen Park, in Detroit, using the Mustang's structure and switchgear. The interior was manufactured at Visteon's Saline, Michigan plant and shipped to Italy for installation.

The Mangusta is also equipped with a special roof mechanism which is called a roto-top, designed by Gandini and inspired by the folding roof of the TVR Griffith. The roto-top features a center removable panel (similar to normal targa configurations) but also allows the rear section to electrically rotate (on a forward pivot) out of sight into a cavity behind the seats. This transforms the car into a full convertible.

284 cars were produced. This example is #103.

**Gerald Daugherty**

## **1923 Harley Davidson J**

### **Motorcycle**

#### **Mortorcycle**

#### **MC 396**

Family and work are the two things that surely separate youth and adulthood. As one approaches adulthood the first things to go are the toys we enjoyed. That seemed to be the case when Jerry, the owner of this classic 1923 Harley Davidson J Model, sold a vintage motorcycle he possessed 50 years ago. As Jerry said, "I was making a living and raising a family."

Fast forward some decades later and Jerry found himself still thinking about the motorcycle he sold. Jerry began to purchase toys; toys in the form of a Packard, a Boat Tail Auburn Speedster, several vintage tractors and pickup trucks, but no motorcycle. He knew he wanted to add a bike to his collection, and he knew a bike would be allowed by his wife Georgette, given, as he states, "the wife will not let me get an old airplane." So a motorcycle it was.

The restorer working on his Auburn Speedster had this 1923 Harley J Twin 1000cc motorcycle for sale and other buyers were interested. Jerry's wife offered these words of wisdom, "if you want it you better get it." Jerry quickly added a motorcycle to his car collection.

As with any collector, one is not enough. While driving his Packard on a Packard Tour, Jerry spotted another restored Harley in a pickup truck and has since added that restored 1933 Harley V Model to his vehicle collection as well.

**Jim Henry**

**Northport, MI**

**1938 Indian Indian-Four**

**Motorcycle**

**Motorcycle**

**MC 280**

This Indian was the top model in 1938. It has a 78 cubic inch F-head inline four cylinder engine, 3 speed transmission and cost \$475.00. It was expensive, but with two-tone paint, generous pin striping and beautiful lines, it is hard to compare another motorcycle to this Indian.

This motorcycle was purchased in 1982. Although stored as a complete motorcycle in a farm shed in Bluton, Ohio, many parts were incorrect. As the owner began the restoration, "life" happened. He purchased a 100 year old Victorian house that would be restored over two decades while raising three children. The bike ended up packed away in boxes in the attic for 27 years.

After the owner retired in January 2007, the Indian Four came down from the attic to be restored. The restoration was completed in 2009. When purchased, his son was two years old. He grew up while the boxed up motorcycle sat in the attic. As a young man, he was an eager and capable helper during the restoration, and by the time he turned 27 the restoration was complete.

This restoration was not only a father-and-son project, as the owner received help from many others, namely, Bob Anzalone of R & A Engineering and Dick Davies of Indiana.

This was the last Four motor Dick rebuilt before he passed away.

Having not made the 2008 Meadowbrook show 10 years ago, he is excited to finally present the motorcycle at the Concours d'Elegance of America.

**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.

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 1949, and the Chief, which was built from 1922 until 1953. Eventually in late 1953, the Indian Motorcycle Manufacturing Company went bankrupt.

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.

**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.

**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**

This Triumph powered motorcycle is the first in a series of solo handbuilt motorcycles created in a vintage yet custom style. Starting with only a Triumph engine and wheels, the chassis is painstakingly designed and constructed singlehandedly.

The drive behind each build is the love for creating vintage style and functioning motorcycles. This harkens back to a time when car and motorcycle builders built vehicles not just for utilitarian purposes, but to also be a functioning piece of art. When viewing custom handbuilt motorcycles, classic car enthusiasts may recall a time when a manufacturer would allow you to purchase their chassis and then have it sent to a custom coach builder. The design, be it a Bugatti or Duesenberg, was built to the specifications and tastes of the owner. What usually resulted was a one-of-a-kind timeless piece of art that is appreciated by generations.

This custom Bonneville fits into the style of the "Iron Duke". The Iron Duke is a concept for motorcyclist that blends Boardtrack and early Land Speed Record elements, which are elements that encompass skinny, fast, low, and lightweight. The frame is streamlined to fit the individual rider. The front Girder forks are designed to have a minimalist look while also being elegant.

The powertrain used for this bike is a 750cc parallel port that has been slightly enhanced for performance. The five speed transmission offers smooth shifting by way of a custom hand shifter accompanied by a foot clutch.

**Mark Silvernail**

**Owosso, MI**

## **1930 Harley Davidson Model D**

### **V Twin by Harley Davidson**

**Motorcycle**

**MC 330**

As the Harley Davidson and Indian Motorcycle Company war was heating up, Harley knew that they needed to create a bike to compete with Indians proven 101 Scout.

In 1929, in order to compete with the Scout's 45 cubic inch motor, Harley created and rushed to market their 45 cubic inch motorcycle, known as the D model. In rushing this model to market, Harley shoe horned the newly designed 45 cubic inch flathead twin into a frame initially designed for a single cylinder motor.

In rushing the D model into production, Harley could not use a horizontal generator in front of or behind the engine given the downtube on the existing frame. They therefore had to install a flawed vertical generator on the side of and slightly forward the front cylinder. Given the vertical design, newspaper reporters of the day and Harley competitors often wrongly reported that Harley had created a three cylinder motorcycle. At times the model has been nicknamed "The Three Cylindered Harley"

The unique generator was not the only innovation of the newly designed 45 cubic inch Harleys. Harley offered dual "bullet" head lights, dual exhaust with "4 tube mufflers" to reduce sound and a newly styled dash. The uniqueness of the early D models is now what makes them sought after by collectors.

This 1930 Harley Davidson D model was restored to factory specifications ten years ago.

**Tom J. Brewer**

**North Pekin, IL**

## **1935 Indian Chief**

### **Motorcycle**

### **MC 345**

The Indian Motorcycle Manufacturing Company, a staple of the American motorcycle scene, had clearly secured itself as a premier manufacturer of quality motorcycles by 1935.

As a matter of fact, for decades Indian had already proven that they were a force to be reckoned with both on the streets and on the race course. Indian was not only dominating United State markets, during the first part of the century Indian was the largest manufacturer of motorcycles in the world.

Although Indian didn't know it, by 1935 the glory years were nearing an end. Harley Davidson was preparing to provide the knockout punch with the release of its iconic overhead valve engine known as the Knucklehead. That punch was to come in 1936, however, before that punch was delivered, Indian produced the 1935 Chief.

The 1935 Chief is considered one of Indians most beautiful designs.

The Chief, arguably Indians most significant model, was produced from 1922 until Indian closed its doors in 1953.

This 1935 Chief had its chassis restored by Bollenbach Engineering, and its engine and transmission restored by Bone-A-Fide Cycles in North Pekin, Illinois.

**Gregory Bowden**

**St. Clair Shores, MI**

**1939 Harley Davidson**

**EI Knucklehead Motorcycle**

**Motorcycle**

**MC 324**

The iconic Harley Davidson Knucklehead was manufactured from 1936 through 1947. The model is referred to as a Knucklehead because with a little imagination the rocker boxes resemble the knuckles on a clenched fist.

The Knuckleheads are among the most sought after Harley Davidsons by collectors of the brand. Collectors not only consider them as one of the most beautiful Harleys, but also one of the best riding. The overhead valve engine possesses great power.

This 1939 Harley Knucklehead was restored in the late 1990's by Ron Prichard. What made this bike a must have is that it was restored with "new old stock" parts. Today, most restored bikes are restored with remanufactured parts that may not have the best finish or fit.

Collectors of vintage motorcycles recognize both the monetary and historical value of a Knucklehead with all Harley Davidson factory parts.

When this bike was acquired in the late 90's, the owner initially went to view a 1941 Knucklehead. Upon seeing this beautiful 1939 Knucklehead he knew he had to have it.

The owner states "As a collector I recognize that some bikes are sold to make room for others, but this 1939 will never be sold by me. Yes, folks say, never say never but I'm saying never."

**Tom Fahoome**

**Dryden, MI**

**1972 Harley Davidson**

**Boattail FX Super Glide**

**Motorcycle**

**MC 348**

When the Harley Davidson FX was styled by William Godfrey Davidson (Willie G), the grandson of the original co-founder, it was revolutionary. As with many things considered revolutionary, its styling was not well received by the public.

Although the FX Super Glide is considered to be Harley's first factory custom motorcycle, the public didn't seem to approve of the design. To stimulate more sales, all 1972 ads and sales literature only showed the FX Super Glide with a conventional seat and steel rear fender.

Today these highly collectable Harleys are recognized for the very thing that doomed them, their boat tail styling.

The 1972 FX Super Glide was in production for two years, 1971 and 1972, and the company quickly moved away from the radical boat tail design. Many buyers of the day removed the fiberglass tail piece. Given that the boat tails were removed and likely disposed of, a complete 1971 or 1972 FX with boat tail attached is very scarce today.

The 1972 FX model was the only year that you could buy the version in Black. This was in stark contrast to the 1971 only color of red, white and blue over Birch White. The owner of this motorcycle already owned a 1971 red white and blue model when he began looking for and acquired a Black 1972 version, known as the "Night Train".

**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 to 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.



**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.

**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.

**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.

**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.

**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.

# **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**

The first Packard was produced in 1899. By the time the Great depression passed, America was still experiencing the worst economic condition in its history. It was the U.S. automobile industry that got hit the hardest.

The Packard Eight was produced between 1930 and 1938. And, by this time, Packard had an impressive lineup of automobiles. Packard had been the top selling luxury brand for six years straight.

The Packard Eight was powered by an L-head inline eight producing 90 horsepower. The "Eight" offered a four speed synchromesh transmission, ride control, adjustable shock absorbers and shatterproof glass. The wheelbase measures 140 inches.

In the 1930's, Packard was known for their quality and also offered a number of different designs. Packard's were priced from \$2,500.00 to close to \$5,000.00 depending on the model.

This very special Packard attended the very first Concours d' Elegance at Meadow Brook Hall in Rochester, Michigan in 1979, in addition to being shown at the 30th Anniversary and now the 40th. It is owned by our "Founding Father" Don Sommer, who started the Concours 40 years ago with a group of his friends. And, today, he still has this car, plus over 40 years of great memories. Thanks Don!



**Otto and Paula Rosenbusch**

**Rochester Hills, MI**

**1920 Velie 48-Touring**

**Sedan by Velie Motors Corporation**

**Our Founding Fathers**

**FF 322**

The Velie Motors Corporation was a brass era American automobile manufacturer based in Moline, Illinois. Advertised as the company that could “produce every part”, they built automobiles from 1908 to 1928.

With production averaging about 5,000 cars per year and peaking at about 9,000 in 1920, Velies were somewhat uncommon even back in the day. Initially powered by 4-cylinder engines, by 1916 they were all powered by 6-cylinder engines.

In 1957, Otto Rosenbusch and his wife May were saving to purchase living room furniture for their new home in Dearborn, Michigan. Otto decided he had a better idea. He travelled to nearby Toledo, Ohio and purchased the car he had been searching for; this 1920 Velie. It was purchased as a gift for his lovely wife. For many years, Otto, May and their four children enjoyed family outings in this car.

Otto wanted to honor May’s father, John Brandt, and John’s brother Paul who were Velie family chauffeurs back in Moline in the 1920’s. The Velie family was also part of the John Deere family, who made a fortune in the production of agricultural equipment.

When originally acquired, this Velie was yellow. During restoration, the decision was made to change the color to burgundy, one of the standard colors in 1920. Also of note is the engine color, which is John Deere green.

According to the Official Register, there are only 220 Velies currently known to exist.

## **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**

All 1935 Plymouths were identified as PJ, trim and mechanical options determined if it was PJ (Deluxe), PJX (Export), PJ Westchester (Wood Bodied Sedan), or PJE (Economy).

In 1935, America was deeply entrenched in the 'Great Depression' and Chrysler was determined to capture the fleet vehicle market with a new body design and a very efficient drive train. It was designed to reduce oil consumption, increase fuel economy, and provide a comfortable and highly reliable driving experience, done by reducing the compression, installing a 1" bore single barrel carburetor, on a centralized manifold, adding 17" wheels and a final drive of 3.7:1. They starved the engine and used a tall final drive gear to achieve the economy they wanted.

This particular car achieved 24.5 MPG which is about 6 MPG more than regular PJ models. The "E" model was sold only as a coupe body until February 1935, when it was determined it was popular with route salesmen and taxi companies, so it was offered in all body styles.

The 1935 PJE was built in such limited quantity that Chrysler did not keep separate production records so it is impossible to tell how many were built or which model.

This particular model was built in March of 1935 as a business six, flat back sedan and is restored to original condition.

Presently, there are only 7 registered PJE Plymouths: six coupes – five in North America, one in South America and this four-door sedan (from Michigan).

**Susan and Wayne Simonson**

**Ray, MI**

**1963 Plymouth Sport Fury**

**Convertible**

**Plymouth - A celebration of innovation**

**PY 307**

In 1963, Plymouth restyled the Fury offering as an attempt to correct the errors of the 1962 models that were soundly rejected by the public. They redesigned as much sheet metal using the basic 1962 body as possible, utilizing a new front end design to change the overall appearance. This included painted full-length front to rear body side moldings on the Fury, with an engine-turned insert on the Sport Fury.

The front turn signals were mounted high on the fenders, and although easier to damage in that location, they were well accepted. These lamps were unique because of their white lenses. Amber signals became a federal requirement in 1963, and competitors were putting amber lenses on their cars. However, Plymouth used an amber bulb behind a white lens for aesthetics when not illuminated.

The actual length of the car was increased by 3 inches although the wheelbase remained at 116 inches. The Sport Fury's had three engine options, the 318 cubic inch, the 361 Commando engine with a 2 bbl. carburetor, and the 383 cubic inch Golden Commando engine with a 4 barrel. A 426 Wedge and a 426 Max Wedge were also available in limited production. This Sport Fury was purchased by the current owners in the '90's and fully restored. It is equipped with the 318 cu. in. engine with factory installed air-conditioning and it has the push-button controlled Torqueflite automatic transmission.

**Steven F. Nitti**

**Scandia, MN**

## **1966 Plymouth Barracuda**

### **A Body by Plymouth**

**Plymouth - A celebration of innovation**

**PY 271**

For 1966, the Barracuda received a facelift including new tail lamps, new front sheet metal, and a new instrument panel. The instrument panel allowed for oil pressure and tachometer gauges on models so equipped.

The 1966 front sheet metal, except for the grille, was shared with the Valiant, and gave more contour to the fenders. Deluxe models featured fender-top turn signal indicators with a stylized fin motif. The bumpers were larger and the grille featured a strong horizontal grid design. A center console was optional for the first time.

With the addition of the "Formula S" option in 1965, the Barracuda became known as the "first Compact Muscle Car" and in 1966, the Formula S package included the 273, 235 horsepower V8 engine, heavy duty Rallye suspension, special wheels, Blue Streak Goodyear tires, high performance single exhaust with bright tip, and a tachometer.

Even though the first Barracudas were heavily based on the contemporary Valiants, Plymouth wanted them perceived as distinct models. Consequently, the "Valiant" chrome script that appeared on the 1964 1/2 models trunk lid was phased out at the end of the 1965, and the large stylized "V" trim above the deck lid was changed to a unique Barracuda fish logo for 1966. The A-body Barracuda was discontinued in 1969 and in 1970 given its own "E-Body" designation.

This particular Formula S Barracuda has the optional bucket seats with a center console and has undergone a full restoration.

**Randy Guyer**

**Minnetonka, MN**

**1960 Dodge Fury**

**Convertible**

**Plymouth: A Celebration of Innovation**

**PY 107**

1960 was a big transition year for the Chrysler Corporation. First, they introduced unibody construction across the board, except for the Imperial. For the performance enthusiast, there was the 383 cubic inch V8, available in 305 horsepower with a single four-barrel carburetor or the SonoRamic Golden Commando 383 with 2 four-barrel carburetors on long ram manifolds developing 330 horsepower. Also available was a three-speed push button controlled automatic transmission priced at \$211 extra.

1960 was the last year Plymouth would have high-flying tail fins integrated into the side and rear quarter panels of their cars. Plymouth cars had the 4 tail fin design from 1955 to 1960. Fins on Plymouth cars in the '50s proved to be very popular and Plymouth sales were high. By 1960, new styling was on the horizon for Plymouth. The least expensive Plymouth in 1960 was the Savoy as a two-door or four door sedan. In the middle of the line, was the Belvedere as a two-door or four door sedan and a two-door hardtop. The top of the line, was the Fury as a four-door sedan, a four-door hardtop, a two-door hardtop and a convertible. A total of 63,073 full-sized Plymouths were produced in 1960, of which 7,080 were convertibles.

Factory Price for a Fury convertible was \$2,932.00, with a shipping weight of 3,630 pounds. Swivel bucket seats with center fold-down armrest were optional.

This particular Fury convertible has the SonoRamic Golden Commando engine with the optional swivel seats.

**Lynn M. Miller**

**Rochester, MI**

## **1970 Plymouth Barracuda**

### **Convertible**

#### **Plymouth: A Celebration of Innovations**

**PY 236**

Originally introduced in 1964 as a fastback, large rear window version of the Valiant; it was offered in 1967 as a total line of cars including a fastback, convertible, and a notch back coupe. In 1970, it was totally redesigned with its own "E-Body" designation.

New styling included the long hood/short deck like the Mustang/Camaro design but unlike its competitors, it was engineered from the "B-Body" platform that would easily accommodate the big engines and heavy duty brakes, axles and suspension components the market was demanding.

Engine options for the 1970 Barracuda included a 225 slant-six cylinder, 318 V8, 340 four-barrel V8, 383 four-barrel V8, 440 and 426 Hemi V8 engines.

This particular Barracuda is equipped with the 340 cubic inch engine, painted In-Violet Purple with a White interior and an added hockey-stick stripe on the rear quarter panel indicating the engine size in the stripe. This car has the rare column shifter. Most came equipped with the shifter located in an optional center console.

The Plymouth "Muscle Car" era was marketed as the "Rapid Transit System" cars; The Duster 340, The 'Cuda, The Road Runner, The GTX and the Sport Fury GT.

**Ned Foss**

**Delmar, NY**

**1952 Plymouth Suburban**

**Station Wagon**

**Plymouth: A Celebration of Innovations**

**PY 261**

Plymouth introduced the first "All Steel" bodied Station Wagon cars in 1949 with the model name "Suburban". Station Wagons up until 1949 were constructed of wood panels and were expensive not only to build, but also to buy. Also introduced was the key start ignition switch replacing the push-button style ignition used up until 1949.

Interestingly, today's modern cars are returning to the "push-button" start switch! Vinyl upholstery was used in the interior, as this was hard-wearing for utilitarian use.

Plymouth station wagon styling followed each respective year's design changes. In 1952 there were minimal changes to the station wagon model - only introducing a folding second seat to provide a level floor area for placing items through the opened tailgate. The back row of seating folded flat to allow 42 inches of flat floor space, and they became popular as a commercial wagon.

This particular Station Wagon is the 3rd Concord manufactured at the Evansville, Indiana plant. It was completed on December 3, 1951. Originally sold to Keith Motor Company in Texas, it remained there until 1977 when it was sold to a collector in New Mexico showing 103,000 miles on the odometer. It lived there for 40 years until its current owner purchased it in 2017. The car was repainted in 2010. The front seat was re-upholstered but the rest of the car is un-restored. This is a base model with no armrests, and no back-up lights.



**Royce B. and Virginia Kinney**

**Pleasant Hill, OH**

**1956 Plymouth Fury**

**Coupe**

**Plymouth: A Celebration of Innovations**

**PY 374**

Premiering in 1956, The Plymouth Fury model was only available as a two-door hardtop. With its signature Eggshell White paint, Gold Anodized trim, Gold hood ornament, Gold wheel covers and Gold & White interior, the car was met with high accolades from the beginning.

Both the general public and those fortunate enough to put the new Fury to the test for performance and speed were well pleased with the medium-priced car. With a top speed of 143.598 miles per hour at Daytona, the Fury, equipped with an automatic transmission, powered by a 303 cubic inch 240 horsepower V8 engine rivaled and exceeded many automobiles considerably higher priced.

Different from the standard Plymouth models in 1956, the Fury came with 15 inch tires, heavy duty coil springs, heavy duty sway bars and 11 inch brakes. You could also special order a "Grand National" package to convert the Fury to a NASCAR ready stock car that came with 12 inch brakes, a dual four-barrel carburetor set-up and additional upgrades.

Of the 4,485 Plymouth Fury's produced, there are approximately 120 currently known to exist.

The current owner first saw this car on display on a rotating display in the spring of 1956. Immediately, he knew this was the car for him! He purchased the car, and shortly after, took his bride, Virginia, in the Fury to Texas to serve in the Air Force. Upon return to Ohio, the Fury became Virginia's daily driver.

**Bill Broel and Zac Broel**

**North Lawrence, OH**

**1928 Plymouth Model Q**

**Business Coupe by Briggs**

**Plymouth: A Celebration of Innovations**

**PY 226**

The Plymouth automobile was introduced to the world at Madison Square Garden in New York on July 7, 1928 as the four-cylinder Model Q. The Plymouth Model Q, as well as the Chrysler Four Model, were all based on the Maxwell 4, produced by Maxwell-Chalmers Corporation in 1925.

This car was the first low-priced car to feature 4-wheel hydraulic brakes, full pressure engine lubrication, aluminum pistons, and an independent hand brake – all features that would not be introduced by Chevrolet and Ford for a decade.

The Model Q featured “Chrysler Plymouth” on the radiator medallion; all subsequent models would be labeled “Plymouth”.

The Business Coupe, priced at \$645.00, was the lowest priced of the 6 models offered by Plymouth.

Although historically debatable, it is said that the advertising of the Plymouth name and Mayflower emblem were derived from the fact that “this new product from Chrysler engineering and craftsmanship so accurately typifies the endurance and strength, the rugged honesty, the enterprise, the determination of achievement and the freedom from old limitations of that Pilgrim band who were the First American Colonists”.

This particular Model Q has been in the same family since 1961 when the Great Grandfather of its current owner purchased the car from a Shell Gasoline station where it was being used for advertising purposes.

**Wilbur and Carolyn Burkett**

**Ida, MI**

**1939 Plymouth P-8**

**Convertible Coupe**

**Plymouth: A Celebration of Innovations**

**PY 238**

In 1939, the P7 & P8 Plymouth models featured a new front end design including fully recessed headlights in the front fenders, V-shaped grille, V windshield design and fully recessed tail lights. Chassis changes included independent front suspension and new for 1939, the floor shifter was moved to the steering column. Also new for 1939 was a "Safety Signal" speedometer that varied in color depending on the vehicle speed.

The 1939 Plymouth featured the FIRST POWER OPERATED CONVERTIBLE TOP in any car, actuated by two vacuum cylinders located behind the front seat and controlled by a button on the instrument panel.

The Plymouth Convertible Coupe was advertised on the "Major Bowes Adventure Hour" and did well in sales since neither Chevrolet, Dodge, DeSoto or Chrysler offered a convertible coupe in 1939.

This particular car was purchased from its original owner in 1968 and has since been owned and restored by its current owner to original factory ordered condition. It has a Briggs body and was originally shipped to Riggs Motors in Port Huron, Michigan. The color is Hampton Beige with Black Fenders as originally ordered.

**Richard and Joyce Thams**

**Clarkston, MI**

**1939 Plymouth P8**

**Convertible Sedan by Murray Body Company**

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

After forming Chrysler Corporation, Walter P. Chrysler added the Plymouth Motor Corporation in May, 1928 to offer a low price car, the first being a sedan with a price of \$725. Just a few months later, Chrysler purchased Dodge Brothers Inc. By 1930, Plymouth was one of the top selling automobile brands along with Chevrolet and Ford and continued its strong presence in the market well into the mid 1950s.

The Plymouth P-8 was introduced in 1939 with a 201 CID straight six-cylinder engine producing 82 hp. It was the highest priced car in the Plymouth line and the only car in the Chrysler lineup to offer a convertible body style. The convertible sedan rode on a three inch longer wheelbase than the rest of the Plymouth line and only 387 of these four-door convertibles were produced.

This car was discovered in a Dayton, Ohio warehouse where it had been stored after the war. It was sitting on 15 inch Chrysler wheels and tires, with the original wheels and tires stacked nearby for easy exchange. The car was in good condition and the current owner has owned it for over 20 years.

**Bill Schimeneck**

**Allentown, PA**

**1970 Plymouth Road Runner**

**Hardtop**

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

For 1970, the intermediate body car line or "B-Body" underwent a total body transformation. What started out as a base model in 1968 was transformed into a higher line "Muscle Car" in the Plymouth "Rapid Transit" offering in 1970.

The 1970 body was the third generation of the Road Runner originally offered as a low price 2-door pillared coupe in 1968 but for 1970, also offered as a 2-door hardtop and convertible body style. The standard engine was the 383 cubic inch engine coupled with a floor mounted shifter and bench seat without a console. Its sister car, the "GTX" came with additional standard features that were optional on the Road Runner models.

This particular Road Runner was purchased by its current owner in May or 1982 and underwent a full restoration. The color is "Tor Red" and it is one of 7,993 built with the 383 four-barrel engine and A833 four-speed manual transmission with the Hurst Pistol Grip shifter.

Optional Air Grabber hood and performance hood stripe, hood mounted turn signal indicators and "Tic-Toc-Tach" round out the features of this car. It was originally built and shipped to California for the California market.

**Donald L. Wood**

**Walled Lake, MI**

**1931 Plymouth PA**

**Sport Roadster**

**Plymouth: A Celebration of Innovations**

**PY 256**

The PA Model Plymouth was the first totally redesigned Plymouth and the first low-priced car to offer the combination of four-wheel hydraulic brakes, a double drop frame, free-wheeling, full instrumentation, independent front suspension at all four wheels and full pressure engine lubrication. It also features floating power – a unique patented system of mounting the engine in rubber and suspending the engine along its own center of gravity to give the engine “the smoothness of an eight and the economy of a four.”

The handsome styling of the PA Plymouth includes the “Flying Lady” radiator ornament, a decorative grille, a rounded chromed radiator shell, and its double drop frame enabling the car to sit several inches below the comparable Ford and Chevrolet models plus significantly lower its center of gravity.

The PA Model enabled Plymouth to move into 3rd place in sales behind Chevrolet and Ford, a position it retained until 1954.

A significant pre-cursor to the Plymouth’s future racing heritage was a stock PA model four-cylinder, four-door sedan, driven by two Chrysler employees. They would set a new round trip San Francisco to New York speed record in 1931, smashing the existing record set in a much more expensive eight-cylinder Franklin driven by noted race car driver Cannon Ball Baker.

This particular PA Model Plymouth was manufactured on July 31st, 1931 in Detroit, Michigan at the Chrysler Kercheval Plant on Jefferson Avenue. It was sold to a Plymouth Dealer in Valley Falls, Rhode Island.

**Kem and Sheila Jones**

**Tottenham, ONT**

**1932 Plymouth PB**

**Convertible Sedan**

**Plymouth: A Celebration of Innovations**

**PY 249**

This car, a close coupled 5 passenger body, represents the first and only year of the two-door convertible sedan or "Victoria" body style.

Only 690 examples of the body style were built and each of them included fender mounted spare tires and a removable trunk positioned on a stylish fixed platform at the rear.

It shares the common PB features including extended length wheelbase of 112 inches, thus providing a rearward slant to the grille, and extending the hood so that it covered the cowl. The chrome headlamps are mounted on free standing pedestals. Front opening "suicide doors" allowed the hood a sharper edge design. The engine horsepower was increased from 56 to 65 by employing a larger carburetor, enlarging the exhaust ports and increasing the diameter of the exhaust manifold.

The "Victoria" model sold for \$785.00, which was the highest priced car of any of the PA or PB models in 1932.

This particular car was originally delivered to California and then bought by another owner in Canada who started its restoration. It was later purchased by its current owner who recently completed a full restoration in time for the Plymouth Owner's Club 90th Anniversary celebration in Northville, July 28th and its attendance here today.

**Leonard "Keith" Hensley**

**Farmingotn Hills, MI**

**1932 Plymouth PB**

**Cabriolet by Briggs Mfg. 534-1505**

**Plymouth: A Celebration of Innovations**

**PY 229**

The PB Model Plymouth marketed as "The New Finer Plymouth", lengthened the wheelbase of the 1931 PA model by 3 inches. They also provided a rearward slant to the grille, extended the hood rearward so that it covered the cowl, mounted the chrome plated headlamps on free-standing pedestals, raked the windshield slightly rearward, provided front opening "suicide" doors and increased the engine's horsepower from 56 horsepower to 65 horsepower.

Because of the public's rejection of "drafty" open cars, 1932 was the last year that Plymouth offered a Phaeton and a Roadster model.

For \$40.00 extra, Plymouth offered "The Collegiate Special Roadster" which was painted in the owner's school colors.

Plymouth was the only automobile to increase its sales from 1931 to 1932, selling more cars per day for the PB model than the PA model while Chevrolet sales plummeted by 55% and Ford sales plummeted by 51%.

This particular Cabriolet was purchased for \$645.00 and moved to Canada by a subsequent owner who did a body-off restoration. It was purchased by its current owner and returned to the USA.



**Rick Stone**

**Fort Gratiot, MI**

**1956 Plymouth Belvedere**

**Convertible by Chrysler Corp.**

**Plymouth: A Celebration of Innovations**

**PY 312**

In 1955, Plymouth was the first car line to be re-styled by Virgil Exner. It featured longer and lower body lines as a total departure from the "bigger on the inside and smaller on the outside" influences that K.T. Keller had championed in Plymouth's designs. Further, a new V8 engine was offered.

The 1956 Plymouth P28 & P29 models were mildly restyled with the addition of rear fender fins marketed as part of the "Forward Look" promotional campaign comparing the 1956 Plymouth styling to Air Force jet planes. The Convertible model for 1956 was only available in the Belvedere trim package.

The Plymouth Belvedere Convertible came with a standard V8 engine and it was the first year for the 12 volt electrical system and push-button transmission control, which was sensibly positioned on the left side of the steering column. The push button controls continued until 1964 when Chrysler reverted back to the standard steering column gear shift lever.

This particular 1956 Plymouth Belvedere Convertible received a total body off restoration and is finished in Briar Rose and Egg Shell White two-tone paint with a Black Convertible top

**Gary Fredritz**

**Cary, OH**

**1975 Plymouth Duster**

**Coupe**

**Plymouth: A Celebration of Innovations**

**PY 270**

The Plymouth Duster appeared in 1970 and was mildly restyled every subsequent year from 1971-1975.

The Duster was built on the Valiant platform with the same front end sheet metal but different sheet metal from the cowl back. The Duster had a fuselage styled semi-fastback body and was created to replace the Barracuda which had moved up to its own "E-Body" series.

The Duster was designed to compete with the Ford Maverick and succeeded in boosting Plymouth up

The 1975 Duster models were mostly unchanged from the previous two years, with some exceptions. This included a new grille with a return of the Plymouth 3-pointed 'spear' in the grille's center. Catalytic converters were added to the 225 Slant Six and 318 V8 models, while the 360 was not equipped with a converter and it produced 235 horsepower, due to the addition of a "secondary air injection" system or "smog pump". Less than 2,000 of the 1975 model Dusters left the factory equipped with the 360 engine.

This particular 1975 Duster two-door Coupe is an original, 11,614 mile, un-restored car that came with the standard 225 cubic inch 6-cylinder engine, an automatic transmission, the bench seat Interior. It is finished in the original Deep Sherwood Poly paint.

**Larry Miller**

**Plymouth, MI**

**1970 Plymouth Fury III**

**Convertible**

**Plymouth: A Celebration of Innovations**

**PY 338**

Originally introduced in 1964 as a fastback, large rear window version of the Valiant; it was offered in 1967 as a total line of cars including a fastback, convertible, and a notch back coupe. In 1970, it was totally redesigned with its own "E-Body" designation.

New styling included the long hood/short deck like the Mustang/Camaro design but unlike its competitors, it was engineered from the "B-Body" platform that would easily accommodate the big engines and heavy duty brakes, axles and suspension components the market was demanding.

Engine options for the 1970 Barracuda included a 225 slant-six cylinder, 318 V8, 340 four-barrel V8, 383 four-barrel V8, 440 and 426 Hemi V8 engines.

This particular Barracuda is equipped with the 340 cubic inch engine, painted In-Violet Purple with a White interior and an added hockey-stick stripe on the rear quarter panel indicating the engine size in the stripe. This car has the rare column shifter. Most came equipped with the shifter located in an optional center console.

The Plymouth "Muscle Car" era was marketed as the "Rapid Transit System" cars; The Duster 340, The 'Cuda, The Road Runner, The GTX and the Sport Fury GT.

**Christopher L. Young**

**Birmingham, MI**

**1988 Porsche 928 S4**

**2 Door by Porsche**

**Porsche 70th Anniversary**

**PA 172**

The Porsche 928 debuted at the 1977 Geneva Motor Show before going on sale later that year as a 1978 model. The 928 was designed as a luxury grand tourer and was produced from 1978 to 1995.

Originally intended to replace the iconic Porsche 911, the 928 combined the power, poise, and handling of a sports car with the refinement, comfort, and equipment of a luxury sedan. Porsche executives believed such a flagship would have wider appeal than the compact, quirky and sometimes difficult to handle 911.

The 928 has the distinction of being Porsche's first production V8 powered model and the only coupé powered by a front-mounted V8 engine to date.

The 928 qualified as a 2+2, having two small seats in the rear. Both rear seats could be folded down to enlarge the luggage area and both the front and rear seats have sun visors for occupants. The 928 is also the first vehicle in which the instrument cluster moves along with the adjustable steering wheel in order to maintain maximum instrument visibility.

This 1988 928 S4 has the 5.0 liter V8 engine with 32 valves and Bosch fuel injection. It produces 320 horsepower and is mated to a manual transmission along with the optional limited slip differential. The current owner acquired this Guards Red with a champagne/black interior in 2012.

**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 Earns**

**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 subsequent models. With 500 horsepower, 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**

The 2016 Model 981 Boxster Spyder was introduced at the Annual Porsche Parade held in French Lick, Indiana in June, 2015. While in attendance at the Parade the current owner was immediately taken in by the purposeful stance and beauty in what appeared to be a pure driver's car.

Also in attendance was the Porsche Exclusive Group that provided more information about the forthcoming Boxster Spyder. It was announced that the Spyder would only be produced with a manual 6-speed transmission, sport suspension and the 911 Carrera S 3.8 Liter power-plant that produces 375 horsepower. Radio and Air Conditioning were not included, but were available as no-cost options.

This Spyder was configured with the Porsche Exclusive Group. The radio and air conditioning options were included as well as the Special Spyder interior and Paint-To-Sample color of Fashion Gray. This was the color of a Porsche show car that the owner had seen several years earlier that clearly made a lasting impression.

Advised that the Paint-To-Sample option could delay delivery due to the special handling required during production, as a fan of unusual automotive color combinations, Paint-To-Sample was chosen despite the additional time required.

This Spyder was delivered on March 22, 2016 and it is one of 749 produced. Only one other 2016 Spyder was produced in Fashion Gray for a purchaser located in the United Kingdom.



**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.”

**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-bodied 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.

**Rick Riley**

**Grand Rapids, MI**

**2016 Porsche GT3 RS**

**Coupe by Porsche**

**Porsche 70th Anniversary**

**PA 304**

Porsche launched the RS version of the 991 GT3 at the Geneva Motor Show in 2015. Controversy strikes: like the GT3, the new RS has an automatic gearbox and four-wheel steering with the wide body of the Turbo.

This limited edition model has a naturally aspirated 4.0-liter flat-six engine delivering 500 horsepower at 8,250 rpm with torque of 338 lb-ft and a maximum top speed of 193 mile per hour.

Equipped with specially developed Porsche Doppelkupplung (PDK) as standard, the 0-60 time is 3.3 seconds – that's 0.7 seconds faster than its predecessor. The transmission is essentially two gearboxes in one and thus requires two clutches. Manual operation is based on the established motorsport principle: back to shift up, forward to shift down. The interior includes full bucket seats based on the carbon seats of the 918 Spyder.

Motorsport technology includes the front wheel arch air outlets of the lightweight carbon fenders, with 12 slats, providing an efficient exit for the air drawn into the front wheel arches.

Another unique characteristic of the new GT3 RS is the surface contouring of its lightweight magnesium roof and carbon luggage compartment lid. The carbon rear lid has wing uprights in forged aluminum and a rear wing, also made from carbon. It has a wider track and a four inch longer wheelbase. Rear axle steering and 21-inch rear wheels are standard. The Nürburgring Nordschleife time is 7 minutes and 20 seconds.

**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.

**Ronan McGrath**

**Toronto, ONT**

**2018 Porsche Panamera**

**Sport Turismo**

**Porsche 70th Anniversary**

**PA 156**

Based on a concept car introduced at the 2012 Paris Auto Show, this is Porsche's first production hatchback. By rearranging the rear sheet metal of its standard Panamera sedan Porsche, they created one of the world's most exotic luxury hatchback sport wagons.

The Sport Turismo model has additional rear headroom with 4 + 1 seating and more cargo space. All-wheel drive is standard and this model's powertrain is the 550-horsepower twin-turbo 4.0 liter V-8. What other vehicle on the market can carry a family of four along with all their luggage and go 0 - 60 in 3.6 seconds with a top speed of 188?

The Turbo Sport Turismo sends power to all four wheels through Porsche's first eight-speed dual-clutch PDK automatic transmission. Body roll, however, is kept to a minimum with the optional Porsche Dynamic Chassis Control Sport package, which adds active front and rear anti-roll bars and a torque-vectoring rear axle.

Furthermore, the Sport Turismo's Sport Chrono package allows it to easily and quickly change the ride quality from soft to firm with a twist of a steering-wheel-mounted driving-mode switch.

This car was delivered in February 2018 and has all of the chrome blacked out with the carbon fiber interior with 18 way adaptive sport seats and a digital instrument cluster. The owner will be shipping the Sport Turismo to Nurburgring Germany shortly to be driven at the famous Nordschleife track known as the "Green Hell".

## **Porsche Museum**

### **1971 Porsche 917 KH**

#### **Short Tail by Porsche**

##### **Porsche Werkes**

##### **PR 399**

June 13, 1971, 4 p.m. local time in Le Mans. The 917 short-tail with starting number 22 crosses the finish line as the winner of the 24-hour race. Averaging 222.3 km/h and covering a distance of 5,335.16 kilometres, drivers Gijs van Lennep and Helmut Marko set two records that will remain intact for 39 years.

Flying the Martini Racing colors, their Porsche features new “shark fins” at the rear, seen for the first time at pre-race tests in April. These give the 600 horsepower race car more directional stability and reduce drag.

In true Porsche style, the fastest of all race cars wins the “Index of Performance”, an award for the most economical ratio of fuel consumption to displacement. However, even the drivers are not aware that their 917 is the first Porsche to race a magnesium space frame. The material is considerably lighter than aluminium.

This 917 is so light that the engineers fit a 55-litre oil tank and would only then reach the 800 kilograms minimum weight. The car’s race career was brief and meteoric. Completed on June 5, it completed just 552 practice kilometres at Le Mans. Victory marks the end of its race life.

## **Porsche Museum**

### **1963 Porsche 356 B Carrera**

#### **Coupe by Porsche**

##### **Porsche Werkes**

##### **PR 400**

F.A. Porsche designed the aluminium body of this Grand Touring race car. Just two units were built based on the Porsche 356 B Carrera 2. Thanks to its lightweight design, the car tips the scales around 195 kilograms less than its road-going sibling.

Mounted in the rear of the space frame is a Carrera engine. A four-speed gearbox transfers power to the rear axle via a limited slip differential. Porsche disc brakes provide race-like deceleration. Its wedge-shaped nose and truncated roofline earn this GT racer the nickname "Dreikantschaber" ("wedge blade").

The exhibited car contests its maiden race on May 15, 1963, with Edgar Barth and Herbert Linge scoring third overall and victory in the GT class at the Targa Florio. On the first weekend in August, Herbert Linge was the first GT driver to lap the Nürburgring-Nordschleife in less than ten minutes. After tackling Le Mans, Daytona and Sebring, the career of this Porsche came to an end on May 31, 1964, with third place in its class at the Nürburgring 1000 kilometre race.

**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 compete 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.

**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, Nurburbring, Lemans, Watkins Glen, Zandvoort, Canada and the Paris 1000. It scored rally events at the Tulip, Munich-Vienna-Budapest, Geneva and the Alpine Rally.

## **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**

This 1968 M-B Type 317 was converted from a bus chassis to a racing car transporter with a body from Stuttgart-based company Robert Schenk. Porsche had two transport vehicles specially developed for the requirements of motor sports in the sixties. They transported race cars and all the necessary spares to maintain the cars at the track. These two vehicles were being used by the Porsche Racing Division well into the eighties. Throughout the years they carried the different liveries of Gulf, Martini, Rothmanns and Porsche. Payloads included Porsche 906, 910, 907, 908 and 917's.

In 2001 Gerry Sutterfield and his son Tom restored this transporter to its original condition and original red paint scheme. Brumos acquired it after completion and nicknamed it "Buster". The side door bears the autographs of many Porsche legends who were part of the factory race team during its history.

Buster has appeared at all Rennsport Reunion events and is always a crowd favorite. The Schuco Model Company sent a team of engineers to Brumos to get every detail and measurement to produce its 1:18 die-cast replicas.

**Rev. Ronald Roland**

**Chesterfield, MI**

**1952 Porsche America Roadster**

**Roadster by Glaser**

**Porsche Werks**

**PR 233**

The Aluminum Competition Roadster, aka America Roadster, was Porsche's first purpose built race car. The Competition Roadster was lower, narrower, shorter and lighter than the coupe or cabriolet production models due to its hand-made aluminum body with removable racing windshield. It was built by Glaser, rather than Reutter.

This particular car was the second made, and the first with the more powerful 1,500 Super engine, along with the larger aluminum brake drums. It was built specifically to win the Brynfan Tyddyn road race run in conjunction with the Devil's Despair Hill Climb, first held in 1906 in Wilkes-Barre Township, Pennsylvania. Because the race had been changed to cars under 1,950cc, Porsche felt they had a chance at an overall win, where previously they had only achieved victories in the 1,100, 1,300 and 1,500cc classes. Their thoughts were well founded as Phil Walters did win making this the first to win an overall victory for the fledgling German car builder.

To achieve this victory, Porsche first built the light-weight racer and shipped it to importer Max Hoffman in May 1952. But they also needed a winning driver. Following the 1952 Le Mans race, Porsche invited noted sportsman Briggs Cunningham and his ace driver Phil Waters to Stuttgart, to convince him to buy this car. The car was resold by Hoffman to Auto Age magazine editor John Bentley who featured it on the cover of the December 1953 issue in its current livery.

**Rick Grant**

**Moraine, OH**

## **1959 Porsche RSK 718**

**Porsche Werks**

**PR 154**

The 718 was a development of the successful Porsche 550A, with improvements being made to the body work and suspension. The car is a Rennsport build with a wheelbase shorter (German "Kurz") than is typical of predecessors of the era, and this led to the car being referred to as the RSK.

For its time, the chassis, a space frame, was very sophisticated. The suspension consisted of torsion bars, telescopic shock absorbers, and an anti roll bar. The rear suspension consisted of a Watt linkage and coil springs over telescopic shocks. The transmissions were manual, and at just 1,260 pounds, the Spyder is extremely quick.

Some of the notable drivers of this type of car were Graham Hill, Stirling Moss, Wolfgang von Tripps, Gerhard Miller and Dan Gurney.

The 718 RSK Spyder has a mid-engined layout and used the 142 horsepower 1.5 Litre Type 547/3 quad-cam engine introduced in the 550A. The car made its racing debut at the 1957 24 Hours of LeMans driven by Umberto Maglioli and Edgar Barth. The car failed to finish the race due to an accident.

In 1959 the car driven by Edgar Barth and Wolfgang Seidel, claimed overall victory at the Targa Florio. A Type 718 also won the European Hill Climb in both 1958 and 1959.

This Porsche 718 RSK Spyder is an outstanding example of the 718's of the day. In its Silver paint, and livery markings, it is a wonderful portrait of Porsche racing from 1957-1964.

**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.

**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.

**Team Penske**

**Auburn Hills, MI**

**1974 Porsche 911 Carrera RSR**

**Porsche Werks**

**PR 393**

**AASE**

**Galena, OH**

**1989 Porsche Indy - Quaker State**

**by March**

**Porsche Werks**

**PR 367**

After Porsche's public and politically charged exit from the 1980 Indianapolis 500, they left with a bad taste for Indy Car Racing, and Porsche's upper management vowed to stay out of the American Open Wheel racing scene for the foreseeable future.

The bad blood would last for almost a decade. The Porsche TAG McLaren Formula 1 foray was the immediate result of pulling out of North America. The years from 1981-1987 were very successful for Porsche, but the rule changes instituted in 1989 saw McLaren and TAG pull away only to start a new era with Honda Racing.

Porsche's then CEO, German-born American raised Peter Schutz was convinced to agree to a return to Indy Car Racing by head of Porsche American Motorsports, Al Holbert. Holbert had acquired financial support from Quaker State and Schutz requested that the Engineering department begin to develop an engine and chassis from the ground up for the Indy effort. Working with TAG-Porsche engineering, the factory Werks team and engine guru Hans Merzger, the team developed the 2.6 DOHC single turbocharged V-8 with Motronic management.

With the addition of a new March 89P Chassis, the project appeared to come to fruition, however, other portions of the project were showing signs of needing additional development time. Brakes, aerodynamics, fuel management, and overall handling continued to plague the project. The project came to an end in 1990 without garnering much success for Porsche.

The Indy Car here on display today is the final development stage of the Porsche Indy Car project.

## **AASE Sales**

**Galena, OH**

### **1973 Porsche 911RSR Brumos**

#### **Coupe**

#### **Porsche Werks**

#### **PR 366**

For the privateer in the mid-1970's who wanted to go sports car racing, and in particular compete successfully at the famed 24 Hours of Lemans, Daytona or Sebring, there was really only one viable option; the Porsche RSR introduced in 1973.

The RSR was a Factory Werks built racing car based on the 911 Chassis. These were not converted street cars, but rather purpose built competition models designed and built from the ground up for serious racing use. In 1974 the factory made significant changes to the car including a new 3.0 liter engine, wider wheels with center lock hubs and improved aerodynamics.

The result was a car that would dominate the GT category and challenge for overall wins around the world.

The original Hurley Haywood/Peter Gregg 1973 Porsche 911 RSR which won the 12 Hours of Sebring was destroyed by Porsche after its campaign was finished.

In 2013, at the request of Hurley Haywood, Ron Thomas of AASE Sales built a precise factory replica in just three months. This incredible vehicle debuted at Sebring where Hurley Haywood drove it to celebrate the 40th Anniversary of his 12 Hours of Sebring win in 1973.



**Sonia Svensson**

**Bloomfield Hills, MI**

**1957 VW Karmann Ghia**

**coupe**

**Post War European**

**Q 401**

**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-liah of Hejaz, Crown Prince of Iraq. Soon after, the Prince lost his life in the military coup d'etat. 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.

## **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.

Improved engine controls, freer-flowing heads, low-restriction exhaust and upgrades to the Garrett AiResearch turbocharger -- including a lightweight, faster-responding ceramic turbine wheel -- boosted output to a muscular 276 hp and 360 lb.-ft. of torque. The body was stiffened, the rear suspension redesigned and the wheels and tires upsized to 245/50VR16 front and 255/50VR16 rear on special 16-inch alloy wheels to handle that torque and improve stability.

Also added were a transmission oil cooler, composite fender flares and Stewart Warner gauges in a modified cluster. Functional front fender louvers helped lower under hood temperatures, the all-black exterior was set off by bold GNX badges on the grille, decklid and wheel centers, and each GNX got its own build-date number on the passenger-side dash.

Some dealers who got one of 547 GNXs built chose to keep it, while others charged as much as \$20,000 over its \$29,290 sticker price. One reportedly sold for \$75,000. Hugely historically significant, this baddest-ever Buick GN was the last old-school American musclecar.

**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**

**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.

**Detroit, MI**  
**2018 Bolt**

**Reuss**

**FFP 326**

**Christine A. Snyder**

## **1931 Packard 845**

### **Convertible Victoria by Rollston**

#### **Rollston Body**

#### **RB 370**

Entering the 1930s, Packard attempted to beat the stock market crash and subsequent Great Depression by manufacturing fine automobiles that were even more luxurious. While the Series Eight Sedan had been the company's top-seller for years, the Twin Six was introduced for 1932, with prices starting at \$3,650.00, equal to \$65,469.00 today. In 1933, it was renamed the Packard Twelve, a name it retained through 1939.

In 1931, Packard pioneered a system called Ride Control, which made the hydraulic shocks adjustable from inside the car.

As an independent automaker, Packard did not have the luxury of a larger corporate structure absorbing its losses, as Cadillac did with General Motors and Lincoln with Ford. However, Packard did have a better cash position than other independent luxury marquees. We would see Peerless cease production in 1932, changing the Cleveland manufacturing plant from producing cars to brewing beer. By 1938, Franklin, Marmon, Ruxton, Stearns-Knight, Stutz, Duesenberg, and Pierce-Arrow had all closed.

The 845 was the flagship of the Packard lineup for 1931. It was originally intended for limousines and seven passenger sedans. However, when sales were down, Rollston built a few Convertible Victorias on the 845 Series chassis. It is reported that just six of these beautiful Victoria Convertible Sedans were produced, with just three currently known to exist.

The current owner purchased this car in 1999. It is powered by a 384.4 cubic inch straight eight engine that produces 120 horsepower.



**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**

Having led the luxury car market throughout the first three decades of auto production, Packard was reaching its peak by the late 1930's. Having survived the Great Depression building some less expensive and ostentatious automobiles alongside traditional full-size and expensive models, Packard's position in the market was as strong as it had ever been by 1937.

This 1937 Series 1508 Convertible Victoria rides on the 144-inch limousine chassis. It has an independent front suspension with coil springs, live rear axle with semi-elliptic leaf springs and four-wheel, vacuum-assisted hydraulic drum brakes. The 67-degree, 473 cubic-inch V12 engine produces 175 horsepower. After moving away from the "twin-six" in the late 1920's in favor of the smoother and torquier straight-eight, Packard brought back a V12 to compete with Cadillac, Auburn and others who were producing multi-cylinder engines.

Rollston bodies were considered among the best-built of the day. After coming to the attention of the custom body manager of the New York Packard dealer, the two companies did a considerable amount of business together, with Packard soaking up the majority of Rollston production.

This example features a one-off, aluminum body, and it was built for the Schrafft Candy family. The original build sheet specifies black paint with an ivory stripe and black leather interior.

**Terry and Jennifer Adderley**

**Troy, MI**

**1935 Duesenberg J**

**Convertible Coupe by Rollston**

**Rollston Coachwork**

**RB 110**

Duesenberg began building racing cars in 1913. They were very successful running at the Indy 500 and multiple Championship races in the teens and twenties. The first passenger Duesenberg produced was the Model A. It featured a Straight 8 engine with a gear driven single overhead cam, 3 speed transmission and Duesenberg patented 4-wheel hydraulic brakes. The chassis and engine had been designed by Fred Duesenberg under the direction of E.L. Cord, the new owner of the company, who wanted to produce the fastest, most luxurious and prestigious motorcar in America.

This one-off Rollston convertible coupe was originally owned by Isabel T. Pell of New York City who had purchased a supercharged car, SJ-527 with this body on it in 1934. In February of 1935 she traded in the supercharged car and had the body mounted on this chassis 2576 engine J-550.

In 1939 she took the car to France. The car was later sold to a French owner who shipped the car to Havana, Cuba in 1947. He died a few days after the car arrived in Havana and the car sat on the dock unclaimed until 1950 when it was purchased by Lillian Ramirez. The current owner purchased the car from Ms. Ramirez.

**Edmund Meurer, Jr.**

**Farmington Hills, MI**

**1935 Packard 1208**

## **Convertible Sedan by Rollston**

**Rollston Coachwork**

**RB 387**

Packard, unlike most manufacturers, introduced new cars by series and not by model year. New cars were announced when the company was ready. The Twelfth series was different. Though introduced in late 1934, Packard sent out a bulletin to its dealer network informing them that this series would be known as a 1935 model.

This car is a custom one-off 4-door Convertible Limousine. Extensive research from noted Packard authority James Pearsall revealed that this car is believed to have been built for the Dean of the New York legal bar association for use at his summer home in New Jersey. At the time, the car cost about \$7,500.00.

The custom body was built by Rollston and it has numerous unique features. This includes power assisted clutch and power brakes, automatic chassis lubrication, dash controlled adjustable shock absorbers and all cast bronze hardware.

The custom body is all aluminum, as are the fenders and doors. The one-off Phaeton like convertible top is another unique feature.

This car is designed to comfortably handle seven passengers and includes the Limousine rear divider window, which serves as a windshield for rear seat passengers when the top is down.

**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.

**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**

**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 the 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 "America's Mightiest Motor Car!"

**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.



# Lane Motor Museum

Nashville, TN

**1967 Gyro-X**

**2 Door by Troutman and Barnes**

**Special Display**

**SD 161**

The brainchild of Alex Tremulis, famous stylist and Automobile Hall of Fame inductee, and Thomas Summers, a gyroscope expert, the Gyro-X is a two-wheeled, gyroscopically-stabilized prototype vehicle constructed in 1967. Proposed as a possible solution for future transportation, the two-wheeled vehicle provided many thought-provoking ideas for revolutionizing transportation.

Why only two wheels? Tremulis and Summers suggested that a two-wheeled vehicle could be more efficient than its four-wheeled counterparts. Smaller and lighter weight means it can use a smaller engine. The Gyro-X was reported to reach speeds of 125 miles per hour using an 80 horsepower Mini Cooper S engine. Also, the gyroscope's stored kinetic energy would be harnessed as an additional power source in future gyro vehicles!

The aerodynamic body design reduced wind resistance, while half the number of tires reduced road drag. As far as drivability, two wheels made for greater maneuverability, like that of a motorcycle. While a two-wheeled automobile may at first glance seem unsafe and definitely unstable, the Gyro-X made use of a single 22-inch hydraulically-driven gyroscope which stabilized the vehicle, allowing it to "swoop through 40-degree banked turns without tipping."

Although the vehicle arrived at the Lane Motor Museum - which specializes in the unique, the weird, and the obscure - as a much-modified three wheeler with no gyroscope, the goal was to restore the prototype to its original condition. The restoration process has involved years of research and hard work to piece the car, and its history, back together.

**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.

**Chris P. Theodore**

**Birmingham, MI**

**2004 Ford Shelby**

**Roadster by Ford**

**Special Display**

**SD 303**

This is the last Shelby Cobra developed by Ford Motor Company in collaboration with Carroll Shelby. Introduced at the 2004 North American International Auto show in Detroit by Bill Ford and Carroll Shelby, it received Autoweek's Best-in-Show award and worldwide press coverage. The design and build of "Codename: Daisy" with Carroll Shelby and the Ford team was chronicled by the Discovery Channel on the inaugural episode of "Rides", and remained their top viewed cable show for several years.

Unlike most concept cars, this Shelby Cobra was engineered by Ford's Advance Product Creation group with an eye towards production, and will do 0-60 in under 4 seconds. It features a prototype 6.4L 605 horsepower V-10 engine (one of only 4 in existence), aluminum space frame and many Ford GT components including the rear transaxle, suspension, brakes, cooling and steering components. Unfortunately, the production program was never approved, and Daisy remains "one-of-one". The last Shelby Cobra!

The Ford Shelby Cobra Concept was acquired by its current owner, Chris Theodore, last November at a charity auction. During Daisy's development, Theodore was head of Ford's Advance Product Creation group.

Most concept cars are push-mobiles or electric powered 15 mile per hour "go carts". Daisy was designed for the track, and only speed limited to 100 miles per hour for safety purposes. Theodore could not allow a car with such capability to just sit in a static collection. It was meant to be driven, as Carroll did, doing burnouts and donuts on "Rides!"

**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.

## **1956 General Motors Firebird**

### **Special Display**

**SD2 389**

The original owner, Charles Groff took delivery of this Duesenberg on November 20, 1931 from Duesenberg's Philadelphia branch. It had been bodied by Willoughby of Utica, New York with one of their Berline bodies.

Willoughby was a producer of custom bodies built in short series for major American automobile companies. Usually the bodies were produced in runs of 50 or less with individual specifications allowing purchasers to add special details that set their automobile apart, while still maintaining the financial benefits of series production. These details include upholstery materials and design, and interior and exterior hardware being supplied to customers specifications. The main body construction was superbly done and utilized clever processes to speed up production, while maintaining quality. An example of this was their use of complicated thin wall castings to provide excellent body details with minimum hand work. After an accident in the 1950's, the original Willoughby Berline body was replaced by a copy of the Tourster body designed by Gordon Buehrig, of which eight were built by Derham. This body was created in Ted Billings' restoration facility in Shrewsbury, Massachusetts. Billings built several Derham Tourster bodies for use on Duesenberg chassis's that had missing or deteriorated original coachwork. These bodies are essentially duplicates of the original design and were built of aluminum over wood framing.

The long wheel base chassis, eight cylinder double overhead cam engine and body have been restored by Scott Arnstrom of Lakeland Motors Inc, to the original grandeur and performance the Duesenberg and Derham represented.

## **1956 General Motors Firebird II**

### **Special Display**

**SD2 390**

Widely regarded as three of the most influential concept cars ever created, the Firebird I, Firebird II and Firebird III are making a rare appearance at today's Concours d'Elegance of America. Designed by Harley Earl, powered by gas turbine engines and inspired by jet aircraft, the legendary Firebird concept cars were a bold prediction of technologies to come.

Featuring a more practical shape, General Motors took the wraps off the Firebird II for the 1956 auto-show season. This Firebird was a four-passenger car with canopy roof and a radical vertical tailfin. Innovations included a lightweight titanium body, four-wheel disc brakes and a fully independent suspension. With a wheelbase of 120 inches and overall length of 234 inches, the Firebird II was about the same size as a Buick.

The Firebird I gas turbine engine developed 200 horsepower. With the exhaust feeding through a regenerative system, the car ran much cooler than Firebird I. An early example of a "flex-fuel" vehicle, the Firebird I was most commonly powered by kerosene. A sophisticated guidance system, designed to work in conjunction with electrical wires embedded in the roadway, previewed the autonomous cars just reaching the American highway in the 21st century. The Firebird II appeared in a G.M. sponsored film entitled "Designed for Dreaming."

## **1959 General Motors Firebird III**

### **Special Display**

**SD2 391**

Widely regarded as three of the most influential concept cars ever created, the Firebird I, Firebird II and Firebird III are making a rare appearance at today's Concours d'Elegance of America. Designed by Harley Earl, powered by gas turbine engines and inspired by jet aircraft, the legendary Firebird concept cars were a bold prediction of technologies to come.

The Firebird III, introduced for the 1959 Motorama, is a two-seater. This Harley Earl design features crisply tailored styling that predicted the look of 1960's G.M. cars and more practical ideas, such as cruise control, antilock brakes and air conditioning. In keeping with the "jet-age" inspiration, the Firebird III replaced the traditional steering wheel with a joy stick between the passenger seats. Other aircraft-inspired highlights included a wind-tunnel-tested body design with seven short wings and tailfins.

The "Whirlfire GT-305" gas turbine engine was rated at 225 horsepower. A secondary two-cylinder, 10-horsepower gasoline engine was specifically designed to run accessories. Other "space-age" innovations include jet-derived air drag brakes which emerge from flat panels in the car's bodywork when applied at high speeds. A second-generation automated guidance system and a "joystick" steering control gave the feeling of piloting an aircraft.

**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.



**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.

**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 Costruzioni, 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 Costruzioni, 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.

## **Golomb Family Trust**

### **1955 Ferrari 375+**

#### **Cabriolet by Pininfarina**

##### **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.

**Kim and Stephen Bruno**

**Coconut Creek, FL**

**1966 Bosley Interstate MKII**

**2 Door Coupe by Carrozzeria Bosley**

**Sports Cars Post 1959**

**P2 106**

Richard Bosley of Mentor, Ohio, was a Jaguar XK120 owner fascinated by the Ferraris he'd see in the automotive magazines. He set about building his first sports car in the early 1950's, using parts from Ford, Mercury and Chrysler swathed under a swoopy fiberglass body of his own design.

Though he never entered production with what would become known as the Bosley Mark I as he intended, he did put it on the road as his personal car. He would accumulate 100,000 miles with it over the next decade or so. His next car is this one; the Interstate Mark II.

The Interstate made its debut in the 1967 Sports Cars in Review at the Henry Ford Museum, highlighting many of its revolutionary features. This includes high mount stop & turn lamps, a retractable driving light, heads up dash display and seats with side bolsters and passenger headrest.

Even though it has the appearance of a "Dream Car" it was built for driving America's then new highway system, hence the name "Interstate". Mr. Bosley kept the car until the late 1980's. The subsequent second owner allowed it to fall into a state of disrepair.

This car was rescued in early 2000 and acquired by the current owners in 2015. A full concours restoration followed with completion in 2017. Currently residing in the Bruno Collection, the Interstate is truly "one of a kind".

**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.

**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.

**Brad and Kathy Marsland**

**Waterloo, ON**

**1963 Jaguar Series One E-type**

**Fixed Head Coupe**

**Sports Cars Post 1959**

**P2 180**

Jaguar, based in Coventry, England, has a long history of producing sporting cars. 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 bought Jaguar in 1990, followed by Land Rover in 2000 selling them in 2007. Both were sold to India-based Tata Motors, and today operate as single entity Jaguar Land Rover.

The Jaguar E-Type 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 mile 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 1955-56-57, it employs then-novel design principles including a front sub-frame 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. Series 1 was produced from 1961-1968; Series 2 from 1968-1971, and the final Series 3 from 1971-1975. The E-Type was available in Fixed-Head and Roadster models.

This particular example is presented in its original Opalescent Silver Blue over Navy. A sympathetic cosmetic restoration was done in 2001, but the car remains largely original, including its Sundym glass, an early application of tint to keep the interior cooler.



**Reginald R. Hahn**

**Cincinnati, OH**

**1962 Sunbeam 11**

**by Thomas Harrington**

**Sports Cars Post 1959**

**P2 230**

Beginning in 1928, William and Reginald Rootes entered the car business. They produced a series of cars including the Alpine, Tiger, and Hillman Minx, Hawk and Imp. Undercapitalized, survival was difficult and they were purchased by the Chrysler Corporation in 1964. Chrysler sold off all the Sunbeam assets to Peugeot and Renault by 1978.

The Sunbeam Harrington Le Mans was introduced at The Earls Court Motor Show in October 1961. The name comes from Sunbeam's win at Le Mans in April of that year. The Le Mans coachwork had the Harrington Alpine's rear fins removed. Leveraging publicity from the win at Le Mans, the Rootes Group targeted American buyers and sent half of the 250 car production to the United States.

While the Harrington Alpine's options were available, the Le Mans had standardized production and was not offered on a custom-order basis. The low volume ensured they were rarely found on showroom floors. Built on the Alpine Series II chassis, the Le Mans does not carry the Alpine name and is readily identified by its finless design.

The Rootes Group, or Rootes Motors Limited was a British automobile manufacturer and a major parts distributor. With headquarters in London, they were based in the Midlands, south of England.

This particular example was purchased at auction in 2013, and went through a four and a half year restoration effort, making it one of the finest examples existent today.

**Dwayne Fietzer**

**Dexter, MI**

**1967 Ferrari 330 GTC**

**Coupe**

**Sports Cars Post 1959**

**P2 182**

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, 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 330 is a series of automobiles produced in 2+2 GT Coupé, two-seat Berlinetta, Spyder, and race versions between 1963 and 1968, all powered by the 4 liter Colombo V12 engine. Production of the 330 GTC began in 1966 following its reveal at the Geneva Auto Show, with 600 made.

With three Weber carburetors, the engine produces 300 horsepower. The car is more refined than earlier models and is easier to drive across a broader range of conditions. For this reason, Ferrari collectors will often choose a 330 GTC from their collection for long-distance driving.

This particular GTC was sold new in Germany in 1967. In the early 1970's it was in shambles and made its way to the USA, where it was restored and used for a decade by the father of the current owner. Put away for years, it was pulled from the barn in 2008 and restored over a nine-year period.

**William Todd and Angela Hudkins**

**Rochester, IN**

**1961 Ferrari 250**

**Cabriolet by Pininfarina**

**Sports Cars Post 1959**

**P2 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 Costruzioni, 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.

**John Kristoff**

**Canton, OH**

**1970 Moretti 850 Sportiva S2**

**Coupe by Moretti**

**Sports Cars Post 1959**

**P2 298**

Giovanni Moretti founded his namesake company in Italy in 1925. By the 1950's he was well known for his small bore sports car competition success. However, by the 1960's, Moretti had fallen on tough financial times and began building his cars by utilizing mechanical and chassis components sourced from Fiat.

In 1965 Moretti unveiled the all new Sportiva model, based on the Fiat 850. It was beautifully clothed in a sleek proportioned body designed by Giovanni Michelotti. In 1969, Moretti introduced the upscale Sportiva S2 with a revised front end that closely resembled Ferrari's Dino 246.

Originally sold in Switzerland, this car has documented history that dates back to the 70's through the early 80's. It was acquired and brought to the United States after receiving a full restoration returning it to its original specifications.

The Moretti Sportiva S2 is one of about 300 Fiat-based cars built over a five year period that ended in 1971. It is believed that less than 50 of the Sportiva S2's were built. Today very few survive and this prime example is one of just four currently known to exist, and the only one in the United States.

**Robert Mirvis**

**Los Angeles, CA**

**1957 Lancia B24S**

**Convertible by Pinin Farina**

**Sports Cars Pre 1959**

**P1 173**

In July 1956, Lancia began offering a revised version of the B24S built on the fifth-series Aurelia GT platform. This model features modified camshafts, non-detachable cylinder liners, a new clutch, and direct drive top gear.

The new model also features revised bodywork and a true convertible top with roll-up windows for proper weather sealing, as well as redesigned seats for improved overall driver comfort.

Officially dubbed the Aurelia GT 2500 America Convertible, only 150 examples of the new B24S were produced before a final revision was introduced in 1957 on the sixth-series Aurelia GT chassis. Following this final iteration, the model line was discontinued entirely, at which point a mere 521 examples of the B24S convertible had been produced.

It is powered by a 118 horsepower, 2,451 cc overhead cam V-6 engine, with dual twin-choke Weber 40 DCL5 carburetors, Driven through a four-speed manual rear-mounted transaxle. The suspension is a front independent sliding-pillar setup with rear de Dion axle with leaf springs and shock absorbers, along with four-wheel hydraulic drum brakes.

This prime example of is one of fewer than 20 known to survive.

**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.

**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**

The Donald Healey Motor Company was founded in 1945. It produced a number of roadsters and sedans through 1954, around the time of conceiving of the 100. This was a purpose built design to fill a niche between the low-end MG and the high-end Jaguars.

The Austin-Healey 100 is a sports car produced from 1953 until 1956. The first model, the "Healey Hundred" was built by Donald Healey upon Austin A90 mechanicals. Introduced at the 1952 London Motor Show, the car impressed the managing director of Austin, who was looking for a replacement for the unsuccessful A90. Austin and Healey partnered to build it in quantity. Bodies were made by Jensen Motors, and fitted with Austin mechanical components at Austin's Longbridge factory.

The "100" was named by Healey for the car's ability to reach 100 miles per hour. 10,300 of the first series, the BN1, were made from May 1953 through August 1955. The second series BN2 was made through July 1956. The 100-M is a high performance model of the BN2, with larger carburetors, high lift cam, and 8.1:1 compression. It produces 110 horsepower. Owners of the BN1 and BN2 could also buy a factory "Le Mans" kit to bring the 100M upgrades to their cars. The BN2 was followed by the 100-6 in 1956 with a major redesign, followed by the 3000.

This particular example was fully restored. Just 640 100-M BN2's were produced, and only 199 remain on the worldwide registry.

**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 intermittently 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 approximately 120 horsepower backed by a 4 Speed David Brown synchromesh transmission, along with aluminum body coachwork by Aston Martin.



**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.

**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!

**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.

**Jeff Rider**

## **1922 Stanley 740**

### **Touring by Stanley**

#### **Steam Car**

#### **ST 365**

The famous Stanley Steamer was invented by Francis Edgar Stanley and manufactured by him along with his twin brother, Freelan Edgar Stanley. Francis Edgar and Freelan O. were born in 1849. Francis passed away in 1918 and Freelan survived until 1940.

Their first glimpse of business ingenuity was shown at an early age when they opened a photographic dry plate business which they eventually sold to Eastman Kodak. They became interested in the horseless carriage and in 1897 created their very first automobile. They eventually sold the rights of their design to Locomobile.

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 internal combustion "explosion motors" of the era were a passing fad and that steam was the best form of power generation and storage.

As the name suggests, the Stanley Steamer is powered by steam, as opposed to other common power sources such as the internal combustion engine.

This is an all original car with the only deviations being a replacement boiler and the tires. This is a true "barn find" that spent many years safely tucked away. The current owner acquired this car in 1998, and stated that it has not been driven since the 1940's.

**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**

#### **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 than 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.



## **Off Brothers Collection**

**Richland, MI**

### **1915 Stanley Mountain Wagon**

#### **Steam Cars**

**ST 296**

This Stanley Mountain Wagon was owned by popular tenor and personality James Melton from 1944-1952. He was an avid collector with well over 100 cars. In 1952, he sold many of his cars, including this one. Known for saving many antique collector cars long before it was a popular thing to do, he displayed his cars in the Melton Museum in Connecticut. In reference to his Mountain Wagon, Melton said "In the early days, these vehicles were used in Estes Park and Yellowstone National Park for sightseeing tours, hence the name Mountain Wagon. It has the 30 horsepower engine and boiler with a very low gear ratio. It will scale any wall and carries 12 passengers; just the thing for meeting the train from New York when we have a large party."

Melton was known to drive many of his vehicles on a regular basis, and it is said that this was one that he likely used exactly as described.

Subsequent owners include Robert M. Chambers and Harry Resnick, who displayed it in their museum in New York well into the 70's. It was later on display at the Larz Anderson Auto Museum in Brookline, Massachusetts.

This is the only known Model 820 to retain its original Stanley-built body. It presents nicely with an older restoration, and it remains correct in all respects.

**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 in Rosso Corsa. The GTC4 is equipped with 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 turismos, some of Enzo Ferrari's personal favorites, cars optimized for refined long-distance cruising with an emphasis on comfort and luxury.

The interior is a "twin-cockpit" layout, featuring everything from navigation to climate controls to Apple CarPlay. Ferrari customer data shows that 60 percent of Ferrari FF trips were made with all four seats occupied, so rear legroom has been improved by an inch. An actual adult can sit back there without feeling like a prisoner. The sense of spaciousness is enhanced with an available panoramic "low-e" glass roof that offers incomparable views above.

The naturally aspirated 6.3-liter V-12 produces a 680 horsepower at 8,000 rpm. Torque of 514 lb-ft—and 80 percent of it is on tap from as low as 1,750 rpm. Ferrari's superb seven-speed, dual-clutch paddle-shift transmission remains the one and only gearbox.

The Lusso distributes the engine's torque through Ferrari's first-ever all-wheel-drive system. This new model now features rear-wheel steering. The V-12 is almost muffled at mild speeds but tromp the throttle and it awakens with a mechanized howl completely in keeping with the Prancing Horse on its nose. The 0-to-60 time is about 3.3 seconds, with a top end of 208 mile per hour

**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.

**Patrick Ramsey**

**Northville, MI**

**2014 Jaguar F Type**

**Roadster**

**Super Car**

**SC 201**

The car you see before you is the car some Jaguar enthusiasts have been waiting 40 years to buy: the successor to the legendary Jaguar E-type. A vehicle so stunning that Enzo Ferrari called it "the most beautiful car in the world". The F-type, designed by Ian Callum, is a modern rendition of the classic long bonnet shape immortalized by the 1960's E-type.

This F-TYPE is no fat-cat tourer to whoosh down the highway typical of Jaguar chassis tuning of the past. This vehicle is lean and ready for a vicious run through the twisties on your favorite back road.

While three different engine options are available in this new Jaguar model: two different - 3.0 liter V6s and a 5.0 liter V8 that is in the F-TYPE R.

All three F-type power trains are supercharged with liquid-to-air intercooling allowing very impressive numbers. For the V6 engines, either 340 horsepower or 380 horsepower versions are available. The F-type presented here is in the special-order Firesand paint color with the 5.0-litre supercharged V8 producing 550 horsepower that delivers blistering acceleration. The V8 comes in with a 0-60 mile per hour time of 3.9 seconds, with a top speed of 186.

**John and Rhonda Wright**

**Novi, MI**

**2017 Dodge Viper TA2**

**Coupe**

**Super Car**

**SC 317**

The original Viper RT/10 concept car debuted at the 1989 North American International Auto Show as a modern rendition of the famous Shelby Cobra. The Viper's no-frills mission was, "if it doesn't make it go faster, it doesn't belong on the car". The concept car was a smash hit and the car hit the streets in 1992, with only 265 built.

For the last few years, Dodge offered a "1 of 1 Program" allowing owners to custom design their own Viper to its individual specs.

This 2017 Dodge Viper sports an 8.4 liter, 512 cubic inch V-10 with 645 horsepower and 600 foot pounds of torque. It will cover 0-60 miles per hour (in 1st Gear) in 3.3 seconds, 0-100 in 7.3 seconds, the 1/4 mile in 11.2 seconds and will reach 206 miles per hour.

This "1 of 1 creation" sports the famous red and white color scheme to commemorate the 2000 Daytona and American Le Mans Series winning Viper GTS-R. This specific car includes the "Time Attack 2" package including the TA rear wing creating 400 lbs of down-force, front splitter and dive planes, racing suspension, Brembo Racing brakes and high performance, light weight wheels with P335/30ZR 19 Pirelli tires.

Production ended in 2017 with a grand total of only 31,947 Vipers built in the car's 25 year history. Of 1,000 units built in 2017, this car is believed to be the second to last Viper ever ordered.



**Bret J. Abraham**

**Beverly Hills, MI**

**2018 Lotus 400**

**by Lotus**

**Super Car**

**SC 372**

The new Lotus Evora 400 is the fastest Lotus road car of the New Millennium. Its lightweight chassis has been lowered and widened to make cockpit entry and exit to the 2+2 easier.

The 3.5-litre V6 engine has been modified significantly to achieve the supercar performance producing 400 horsepower with a 24 valve, water cooled, all aluminium engine with an Edelbrock supercharger and a water-to-air intercooler.

The 400 does 0-60 miles per hour in 4.1 seconds with a top speed of 186. In the 400, selection of either a six speed, close-ratio manual gearbox or an optional automatic transmission is available. Underpinning the Evora 400 supercar is a brand new, efficient, structurally rigid and low weight extruded and bonded chassis-tub.

Based on more than 60 years of Lotus racing and sports car developments, its torsional rigidity is outstanding. As one of the strongest chassis available, it allows the suspension to work more efficiently, to provide unparalleled grip, amazing comfort, supercar dynamics and an overall balance that is totally engaging.

The interior has ultra-lightweight sport seats included with a 2+2 configuration and a fully revised ergonomic dashboard layout with a leather trimmed steering wheel with racing line indicator. The Evora 400 provides proof positive that Lotus makes supercar ownership not only extremely focused but also both entrancing and giant-killing.

**Mokena, IL**

**2018 McLaren 720S**

**Super Car**

**SC**

**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.

**Scott Minch**

**Livonia, MI**

**2005 Ford GT GT40**

**2 Door by Ford Motor Company**

**Super Car Class**

**SC 268**

The Ford GT is an American mid-engine two-seater sports car manufactured by Ford Motor Company for model year 2005 and 2006 in conjunction with the company's 2003 centennial celebration. This example of a 2005 Ford GT is only 1 of 14 built in Red without the white stripe option. Other factory options include red painted Brembo calipers, McIntosh sound system, forged optional BBS wheels and Ricardo transaxle cooler package.

The production Ford GT engine is an all-aluminum 5.4 liter DOHC power plant with a dry sump oiling system and a 2.3 liter Lysholm twin screw-type supercharger producing 550 horsepower. This GT is a production aluminum engine but with larger 4=3.5 liter Whipple supercharger and larger Accufab throttle body producing 710 horsepower at the rear wheels coupled to a 6 speed Ricardo transaxle and a dual disc clutch.

The Ford GT is similar in the outward appearance to the original Ford GT40 cars, but bigger, wider and most importantly, 3 inches taller than the GT40. As a result , a potential name for the car was GT43. Although the cars are visually related, structurally, there is no similarity between the two.

Of the 4,500 GTs originally planned, approximately 100 were to be exported to Europe. An additional 200 were destined for sale in Canada. Production ended in 2006 without reaching the planned lot. Approximately 550 were built in 2004, and just over 1,600 in 2006 for a grand total of 4,038 worldwide.

**Ron and Donna Turner**

**Waterford, MI**

**2018 Vaydor**

## **Custom Exotic by Custom Crafted Cars**

**Super Car Class**

**SC 264**

The Vaydor is a custom, build to order car manufactured by Custom Crafted Cars in St. Petersburg., Florida. The Vaydor first appeared at the 2013 SEMA Auto Show.

The car utilizes an Infiniti G35 coupe chassis as a base with a special roll cage welded to the frame to serve as the attaching points of the fiberglass panels. The interior seat patterns, instrument panel and trim colors, as well as the exterior colors, are individually created during the build process. In addition, owners select from various styles of Amani Forged wheels that can also feature pin striping on the outer wheel lip.

The 3.5 liter six cylinder engine is supercharged and produces 450 horsepower. The Vaydor has Brembo brakes on all four corners. The Guerin design vertical opening doors give it that exotic feel along with the carbon fiber spoiler that provides aerodynamics.

Two side air vents are added behind the doors, and three are installed in the rear near the tail lights. The Vaydor has a 52% front 48% rear weight distribution. A specially designed adjustable air suspension with BC Racing Coil-overs allows the Vaydor to sit as low as you would like during shows.

Vaydor vehicles have been seen in movies like Suicide Squad and in music videos. In addition, numerous celebrities have had Vaydors made to order.

**Doug and Nancy Phend**

**Clarkston, MI**

**2013 Mercedes AMG SL 65**

**Convertible**

**Super Car Class**

**SC 266**

This is one of only 196 AMG SL65s sold during 2013. This AMG SL65 is presented in the special ordered color from the factory called Shadow Grey Metallic, a matte finish. The owners were at an auction in Dallas, Texas and fell in love with it. After returning home they decided to obtain their "dream car" so they called and bought it and had it shipped to Michigan.

This model debuted at the 2012 New York International Auto Show where Mercedes claimed the V-12-powered super Benz would blast to 60 miles per hour in just 3.9 seconds.

The SL65's secret weapon is its 6.0-liter motor that is assembled under the "one man on engine" philosophy and each is individually signed by the builder. The builder is Burkhard Kruger. The engine features a direct-injection, twin-turbo V-12, which produces 621 horsepower and a stump-pulling 738 lb-ft of torque. The SL65 has a seven-speed automatic transmission, allowing drivers to have their choice of four transmission modes: Controlled Efficiency (C), Sport (S), Sport plus (S+), and Manual (M). An AMG rear-axle locking differential comes standard to help transfer all that immense power to the tarmac.

The interior has the AMG sport seats with unique diamond stitching. In cooler weather, you can raise the side windows and rear wind blocker, turn on the Airscarf heating system behind your neck, and be comfy with the top down, and with the push of a button it is a hardtop again.

**Leon and Ileana Lewis**

**Canton, MI**

**2018 Lamborghini Huracan**

**Performante Coupe**

**Super Car Class**

**SC 262**

The Performante caught the car world's attention when it broke the production car lap record at Nürburgring's Nordschleife circuit. The 640 horsepower Performante posted a 6:52 lap, putting down a faster time than the far more expensive 900 horsepower Porsche 918 Spyder, which owned the record for 4 years. Road tests indicate a top speed of 204 miles per hour, 2.3 seconds 0-60, and a 10.2 seconds in the quarter mile.

After conquering the Nordschleife, the car set lap records on ten other circuits in 2017. What surprises is that the Nurburgring record was set by Lambo's test driver, while every other record was broken by journalists during press days, which demonstrates the car's accessible performance. In the record setting process, the Performante eclipsed the lap times of the Porsche 918, Ford GT, Ferrari 488, McLaren 720S and P1 on the tracks of different lengths and configurations.

The record setting was made possible by the Performante's patented "Aerodynamic Lamborghini Attiva" active aero system. Two sets of flaps located in the distinct air intakes and under the rear spoiler manage air flow. During acceleration, the flaps open to allow air to pass freely through the car, essentially deactivating the spoiler to reduce drag. During hard braking, the flaps close to generate maximum downforce, sticking the car to the pavement. The Performante also employs extensive use of chopped strained forged carbon fiber to stiffen the chassis without adding weight. These innovations taken together allow the Performante to turn and accelerate faster than its rivals.

**Frederick Foote**

**Okemos, MI**

**2018 Audi R8 Cabrio**

**Convertible**

**Super Cars**

**SC 183**

The Audi R8 was introduced as a mid-engine, 2 seater supercar in 2006. The car's design, development and manufacture is handled by Audi's subsidiary company Quattro GmbH and is based on the Lamborghini Gallardo platform.

Audi's second generation R8 debuted in 2016 with evolutionary styling tweaks, more power, improved interior technology, and an all-new platform. The R8 Spyder V10 shares an engine, platform, and bodywork with the V10 Coupe, but modifies the supercar's silhouette with a folding soft top.

This example is the Audi R8 Spyder with the V10 mid-engine, originally painted in Black, but the Spyder has been "wrapped in white pearl" with a brushed silver matte highlights.

The power output of the 5.2-liter FSI dual injection V10 with 532 horsepower and 398 lb-ft of torque. The Quattro all-wheel drive with Audi magnetic ride is mated to a seven-speed dual clutch transmission. The 0-60 time is 3.5 seconds and has a top speed of 203.8 miles per hour.

The Spyder V10 also gets a large 12.3-inch Audi virtual cockpit and a Bang & Olufsen sound system with loudspeakers in the seats. Audi says it can actually be heard over the engine noise with the top down. The cloth top is lowered and raised via an electro hydraulic drive that takes 20 seconds to open or close at speeds up to 31.1 miles per hour.



**David Haddad**

**Rochester Hills, MI**

**2016 Lamborghini LP 610 4 Huracan**

**Coupe by Lamborghini**

**Super Cars**

**SC 341**

The Huracan LP 610-4 is the successor to the ultra-successful Lamborghini Gallardo. While the bodywork doesn't lack for the kind of metal origami that made the Gallardo so attractive, the Huracán contrasts areas of soft curvature against hard lines to great effect.

The present owner during a 2017 20th Anniversary vacation visited the Prestige Auto of Miami dealership to look at this LP 610-4. After a test drive going way over the posted speed limit, the car was purchased.

This Huracan Spyder is finished in Verde Mantis Green with a dealer installed carbon fiber wing and calipers painted in matching green.

The Huracán is all-wheel drive with a naturally aspirated 5.2-liter V10 that sounds like the hammer of the gods pounding the pavement. The V10 produces an impressive 602 horsepower at 8,250 rpm and 413 pound-feet of torque at 6,500 rpm, It has an expected fuel economy average of about 19 miles per gallon.

The new engine is mated to an equally new, seven-speed dual-clutch transmission that the Italians have dubbed Lamborgini Doppia Frizione (LDF). This new transmission was designed to serve as the perfect companion for driving styles ranging from passive to racing. With the new engine and transmission, it performs 0-60 miles per hour in 3.4 seconds, 0-124 miles per hour in 9.9 seconds with a top speed of "more than 325 kilometers per hour," which translates to better than 202 mile per hour.

**James Holland**

**Birmingham, MI**

**2017 Ford GT**

**Coupe**

**Super Cars**

**SC 301**

What more can be said about the Ford GT - the car that was designed both as a race car and a production car simultaneously. In two short years the Ford GT has definitely established a winning pedigree, with wins at 24 Hours of Le Mans in 2016, back to back wins at 24 Hours of Daytona in 2017 and 2018, as well as wins at Silverstone, SPA, Shanghai and Laguna Seca.

This 2017 Ford GT is VIN H007- number seven in the first year run of the new Ford GT production. Selecting the color was one of the most challenging decisions. After multiple visits to Ford's "secret design studio" and input from many, the owner selected the color scheme of white exterior with orange accents (calipers and ebony /orange seats and instrument panel). It was the scheme Ford chose to reveal the Production version of the GT at the 2016 North American International Auto Show - one year after Ford "shocked the world" with the introduction of the Ford GT concept car at the 2015 NAIAS.

VIN H007 has additional upgrades such as 20" gloss carbon fiber wheels and gloss carbon fiber splitter, side skirts and rear diffuser.

One of the many cool parts of the ownership process includes receiving photos of our vehicle during the build process.

This GT is getting around and not just stored in a garage. Recent activity includes participating in the 12th Annual Ford GT National Rally in Park City, Utah, August 2017.

**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.