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Tucson Auto Museum Liquidation Auction
January 28, 2027 | 10 AM
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John Kruse
Principal, Auctioneer & Chief Appraiser
john@kruseauctions.com



Abby Kruse
Client Services
abby@kruseauctions.com



Brian Souers
General Manager
brian@kruseauctions.com



Jim Pope
Senior Specialist
jim@kruseauctions.com



Josh Stiegman
Client Engagement Specialist
josh@kruseauctions.com



Jeff Heisler
Client Services
jeff@kruseauctions.com



Stuart Schlaifer
Automotive Logistics & Car Care
stuart@kruseauctions.com



Bradey Gerke
Researcher, Writer, Auctioneer, & Appraiser
bradey@kruseauctions.com

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Auction Schedule

January 23 - 28, 2027

January 23 - 27

10 AM - 4 PM

Preview Days

Get a first look at this unique collection of vehicles and memorabilia

January 28

10 AM - 4 PM

Doors open at 9

Auction Day

Show up ready to bid and bring home show-stopping vehicles

Register to Bid

kruseauctions.com/tucson

Location

Tucson Auto Museum

4825 N Sabino Canyon Rd
Tucson, AZ 85750

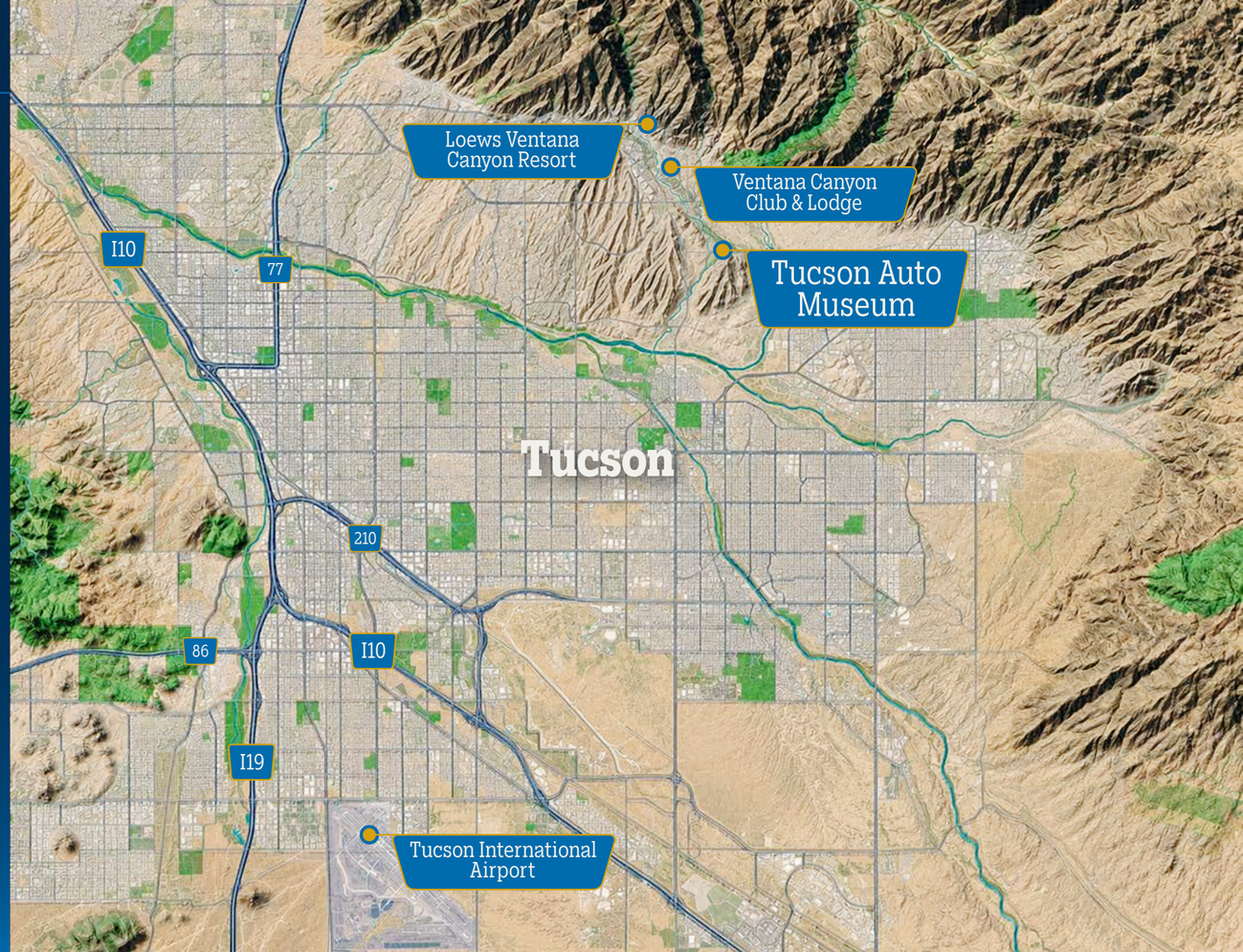
Accommodations

Loews Ventana Canyon Resort

7000 N Resort Dr
Tucson, AZ 85750

Ventana Canyon Club & Lodge

6200 N Club House Ln
Tucson, AZ 85750



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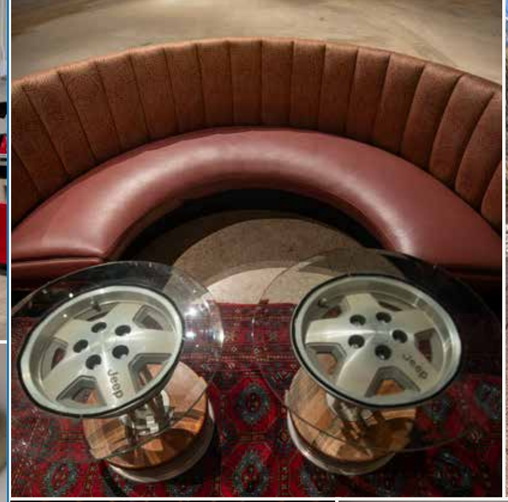




















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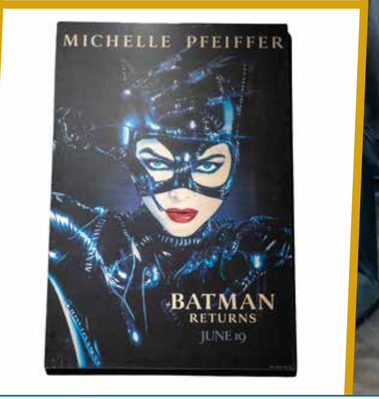














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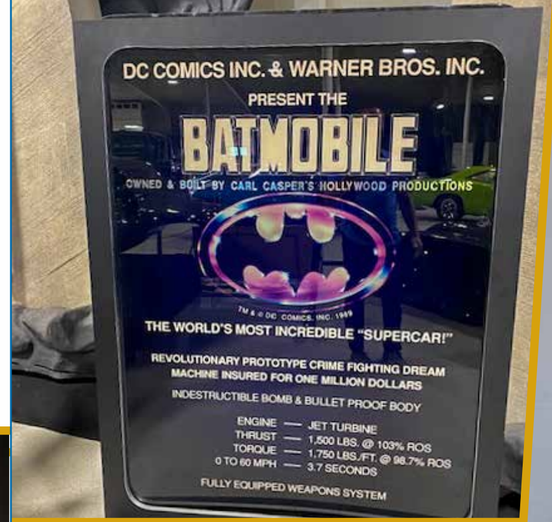
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Lot 1

VIN: 2Y82A835496

This lot is available for online bidding at **KruseAuctions.com**



1966 Batmobile Replica

- An officially licensed DC Comics & Warner Brothers authorized 1966 Batmobile Replica
- Built by Fiberglass Freaks of Logansport, Indiana, the only officially licensed makers of turn-key 1966 Batmobile replicas in the world
- Accompanied by a certificate of authenticity and a Batmobile owner's manual
- Just the 15th of a mere 32 Batmobiles built
- The most admired of the 32 built, as this example was featured on *Good Morning America*, the *Today Show*, and several TV shows
- Fully functional with a modern GM V-8 crate engine, power steering, and power brakes

Imagine turning on the television in 1966, and suddenly, the screen erupts with color, "BAM!" "POW!" "KAPOW!", as Batman and Robin once again battle Gotham City's colorful cast of criminals. Debuting in January 1966, *Batman*, starring Adam West as the Caped Crusader and Burt Ward as his faithful sidekick, became a television sensation, bringing the pages of the comic book to life with theatrical humor, memorable villains, and an unmistakable visual style.

Of course, no well-equipped crime fighter could patrol Gotham City on foot. Batman needed worthy transportation and famed Hollywood customizer George Barris was tasked with creating it. Working under an extraordinarily tight deadline, Barris later recalled being given just 15 days, he turned to a car already sitting in his possession: the futuristic 1955 Lincoln Futura concept car.

The Futura's dramatic proportions, twin bubble canopies, and sweeping tailfins provided an ideal foundation. Barris and his team reshaped the nose, opened the wheel wells, exaggerated the fins into bat-like wings, and finished the body in gloss black accented by vivid red orange pinstriping. The transformation produced one of television's most instantly recognizable automobiles.

As *Batman* became a phenomenon, demand for personal appearances quickly exceeded what the screen-used car could accommodate. Barris Kustom City subsequently constructed three fiberglass replicas for promotional and exhibition use, based upon Ford Galaxie chassis, further spreading the Batmobile's unmistakable silhouette far beyond Gotham City.

Today, the legacy of the 1966 Batmobile is carried forward by Fiberglass Freaks of Logansport, Indiana. Founded and owned by lifelong Batman enthusiast Mark Racop, who has spent decades studying and recreating the iconic machine, the company is the only builder in the world licensed by DC Comics and Warner Bros. to construct and sell officially licensed, authorized full-scale turn-key ready 1966 Batmobile replicas.

Such is the company's expertise that Fiberglass Freaks was entrusted with restoring the Barris-built #4 Batmobile, originally constructed for promotional drag-racing appearances. Returned to its original 1960s specifications, the project provided Racop and his team remarkable firsthand access to an authentic piece of Batmobile history which was carried into their incredible licensed replicas.

Just a mere 32 Batmobiles have been built by Fiberglass Freaks, and this example, which is effectively known as Bat 15, was completed in August 2011, and is the most publicized, most photographed, and most seen replica of them all. In a recent conversation with the founder and owner of Fiberglass Freaks, Mark Racop said Bat 15 was one of their favorite Batmobiles they had built and was their most advanced replica at the time of its creation. They have fond memories showcasing this Batmobile around the country as it had been invited to many events, and that it is not an overstatement to say this is the most admired replica they had built.

Its long list of public appearances include being featured on The Today Show and Good Morning America in November of 2013, the 2012 Indianapolis World of Wheels, 2012 Auburn Cord Duesenberg Festival, 2012 Chicago Comic Con, and in 2012 on the Indianapolis Speedway track for a special display. Furthermore, Bat 15 was








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featured on several television shows that included, *How Do They Do It?*, *Big Cool Stuff*, and a German science show called, *Galileo*.

Taking close to 3,000 hours to complete, Bat 15 started life with a rebuilt 1972 Lincoln Town Car with a powder coated frame, new brakes, suspension, and steering components. Built to actually be enjoyed on the road, as Mark drove this example from Logansport, Indiana to the Chicago Comic Con event, it's equipped with a 350-cubic-inch GM crate engine from Pace Performance, a TH350 Sport Monster automatic transmission, custom-built drive shaft, custom-built wiring harness, 16-gallon fuel tank, nine-inch Ford rear end, power steering, and power brakes.

The thick, precisely sculpted fiberglass body with its bat inspired wing-like fins is dressed in the signature Batmobile colors of gloss black with Torch Red stripes and features the distinctive "double bubble" clear top. At the rear is the singular rocket turbine tube exhaust that actually shoots flames, a creative and possible feature to use when making a memorable getaway.

Inside the crime fighting cockpit, bat gadgets are seen throughout, starting with the 1958 Edsel speedometer placed in the dash, the same as what was in George Barris' original Batmobile. Items that Batman and Robin would have used to track down the criminals of Gotham include the detect-a-scope with lights and sound effects, red bat phone, emergency beacon, bat ray projector, homing receiver scope, and various other display features. Discreetly hidden is a Plant Audio stereo system, a five-speaker sound system, and seven-inch PYLE DVD color LCD monitor that is connected to a rearview camara.

After its show campaign, Bat 15 was sold to its first owner, a private East Coast collector and was then later acquired by the Tucson Auto Museum seven years ago. Since then, it has been further admired and displayed among the collection's other authorized Batman Automobile. Accompanying the sale of this Batmobile is a certificate of authenticity from Fiberglass Freaks and a copy of the Batmobile owner's manual detailing all the features.

This Batmobile was recently road tested, at this same time the rear flame-shooting turbine exhaust was hooked up and proved to be operating successfully. A video of this automobile and its flames in action can be seen on our website, kruseauctions.com and on our YouTube channel.

Far more than a static display piece, Bat 15 is an officially licensed DC Comics and Warner Bros. build that remains fully usable and drivable, ready to turn any trip down the road into a patrol through Gotham City. With its unmistakable silhouette, working bat gadgets, and flame-shooting turbine exhaust, the only thing missing is a call from Commissioner Gordon and the Bat Signal lighting up the night sky to put you at the center of attention.

Please note: This vehicle is titled as a 1972 Lincoln.



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Lot 2

This lot is available for online bidding at **KruseAuctions.com**



1992 'Batman Returns' Batmobile

- One of a limited number of officially licensed Warner Bros., and D.C. Comics *Batman Returns* Batmobiles
- Built by Carl Casper, CEO of Hollywood Productions, Inc. and C.C. Creative Concepts, LLC
- Built exclusively by Hollywood Productions, Inc. to promote the *Batman Returns* movie for promotional use, commercials, and auto show exhibitions
- Seen by hundreds of thousands of fans and enthusiasts around the globe
- One of the most captivating and instantly recognizable automobiles ever created

Emerging from the shadows of Gotham City with the roar of its turbine-inspired engine, few vehicles in cinematic history have commanded the screen quite like the Batmobile. With its sinister black bodywork, towering rear fins, and an arsenal of crime-fighting weaponry, Batman's legendary machine was far more than a means of transportation, it was an extension of the Dark Knight himself. While audiences had long been familiar with the flamboyant Batmobile of the 1960s television series, director Tim Burton would unleash an entirely new superhero automobile when *Batman* stormed into theaters in 1989.

Starring Michael Keaton as Batman and Jack Nicholson as the Joker, the blockbuster introduced audiences to a darker, more dangerous Gotham City, where the Batmobile became one of the film's undisputed stars. Conceived under the direction of production designer Anton Furst, its impossibly long, jet-inspired body, aggressive front turbine intake, and dramatic bat-wing tailfins created a machine that looked equally at home pursuing criminals through city streets or emerging from the depths of the Batcave. Equipped on-screen with machine guns, protective armor, and an array of ingenious gadgets, it was the ultimate weapon in Batman's war against crime.

Three years later, the Batmobile thundered back into action in Tim Burton's 1992 sequel, *Batman Returns*. With Michael Keaton reprising his role as the Caped Crusader, the Dark Knight faced a new wave of chaos unleashed by the Penguin, portrayed by Danny DeVito, and the mysterious Catwoman, played by Michelle Pfeiffer. Racing through the snow-covered streets of Gotham City, the Michael Keaton Batmobile once again delivered some of the film's most unforgettable moments, securing its reputation as one of the most spectacular and instantly recognizable automobiles ever created.

Originally designed to resemble the shape of a bat while matching the dark, gothic atmosphere of the Tim Burton *Batman* movies, they called upon legendary designer and customizer Carl Casper and his team at Hollywood Productions, Inc., to build and bring the hero car to life.

From 1963 until 2017, Carl Casper and his various companies, such as Hollywood Productions, Inc., Show Cars, Inc., and C.C. Creative Concepts, LLC., were involved with over 1,000 car shows all over the country. During that time, Casper secured and built studio-licensed touring cars for various Hollywood shows and films, including the Pontiac Firebird Trans Am known as "K.I.T.T." from Knight Rider, the iconic van from The A-Team, "General Lee" from Dukes of Hazzard, in addition to several others.

Casper would originally build just three Batmobiles, affectionately dubbed, "Keaton Mobiles", that would go on and be used during the actual filming of the 1992 *Batman Returns* movie. This would lead to Carl Casper securing an official licensing agreement between Warner Bros. Consumer Products, D.C. Comics, and Warner Bros., a Division of Time-Warner Entertainment Company, L.P. (collectively the WBCP Parties) and Casper's company Hollywood Productions, Inc. to be the only licensed builders of these Batmobiles for promotional use, commercials, and auto show exhibitions.








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One of a limited number of licensed examples built for promotional and exhibition display throughout the United States, Canada, Mexico, Europe, and Australia between 1989 and 1994, this Batmobile is one of the first built by Hollywood Productions, Inc., which is pinned by multiple identification tags that read, "BATMAN RETURNS EXHIBITION #03. I.D.# BAT-89-EX-03".

Built on a stretched Chevy Impala chassis, it features a small-block Chevy V-8 engine, 700 Turbo automatic transmission, and hydraulic lift suspension system. Inside the crime fighting cockpit, the driver and occupant are faced with a host of dazzling buttons and gauges that emulate just what Batman would see while tearing through Gotham City saving the day. While this is being sold on a Bill of Sale only and is not street legal, it was recently driven in preparation for sale in a closed setting and was a true sight to see while in motion.

After being displayed across the nation at various shows and events to promote the smash hit *Batman Returns* movie, Carl Casper retained ownership of this example and then decided to put it on display at the Kruse Automotive and Carriage Museum in Auburn, Indiana with the rest of his collection. While many of you will remember seeing and admiring this example alongside its Batcave display while in town for the annual Auburn Auction & Show and ACD Festival, it was showcased there for multiple decades, before John Kruse facilitated the private transaction of the entire *Batman Returns* display and licensed automobiles to the Tucson Auto Museum in 2022. Between its show circuit days and admiration within two noted museums, it is safe to say that this Batmobile has been admired by hundreds of thousands, maybe even millions of fans and enthusiasts from around the globe.

Opportunities to acquire officially licensed *Batman* memorabilia of this significance are few and far between. For the fortunate winning bidder, ownership of this extraordinary *Batman Returns* Batmobile represents the fulfillment of a childhood dream shared by countless fans who grew up imagining themselves behind the wheel of the Dark Knight's legendary machine. With its unmistakable presence, fascinating Hollywood connections, and remarkable ability to captivate audiences of all ages, this offering is certain to become a highlight or focal point of any collection, placing its next caretaker among an exclusive group of enthusiasts fortunate enough to own one of the most iconic and instantly recognizable automobiles in cinematic history.

Please note: Prior to bidding on this Batmobile and its related items, bidders must contact Kruse Auctions and be approved to bid on this lot. The bidders and the purchaser must agree to the special terms of the sale of this lot; these special terms are available to registered bidders prior to bidding. Agreeing to sign these special terms is a requirement to be registered to bid on this vehicle.







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Lot 3

VIN: 1R40827BW

This lot is available for online bidding at **KruseAuctions.com**



1969 Jaguar E-Type Coupe

- **Numbers-matching example per its JDHT Certificate**
- **Recipient of a body-off-the-frame restoration by Jaguar specialists**
- **Updated air-conditioning and rebuilt engine**
- **Classic white paint over a dark blue interior**

Few automobiles have captured the imagination of the motoring public quite like the Jaguar E-Type. Founded as the Swallow Sidecar Company by William Lyons and William Walmsley in 1922, the British manufacturer gradually transitioned into automobile production, eventually adopting the Jaguar name. Following World War II, Jaguar established an international reputation for producing elegant, high-performance sports cars, beginning with the celebrated XK120 in 1948, followed by the refined XK140 and XK150.

Unveiled at the 1961 Geneva Motor Show, the E-Type represented a dramatic evolution of Jaguar's sporting heritage. Its breathtaking proportions, sweeping curves, and remarkably low silhouette immediately captivated enthusiasts and automotive journalists alike. Famously praised by Enzo Ferrari as one of the most beautiful automobiles ever made, the E-Type combined exotic styling with a price considerably lower than many of its European competitors.

Initially offered in Fixed Head Coupe and Open Two-Seater configurations, the E-Type underwent several refinements throughout the decade. The Series 1½ arrived in 1967, followed by the Series 2 in 1968, bringing revised lighting, improved cooling, and additional safety features. By 1969, the E-Type Coupe remained a symbol of British motoring sophistication, celebrated for its timeless design and unmistakable presence.

A lovely example from the historic Jaguar marque is this 1969 E-Type Coupe. According to its accompanying Jaguar Daimler Heritage Trust Certificate, this example was built in January of 1969 and dispatched in March through the British Leyland Mtrs., Inc. distributor in New York. Its first owner is recorded as Walter Bieros and over time this example would be under the care of Florida collector Mr. Worman, who is said to be just the fourth owner from new.

During his ownership, he would entrust Predator Performance of Largo, Florida, a specialty automotive restoration facility known for its work with vintage and classic British sports cars, to perform a body-off-the-frame restoration on this Jaguar. Finished in 2016, it is said most of the original sheet metal was retained, and the sculpted body was finished in its current white shade, while new dark blue leather was inlaid in the interior and other items in the cabin were fully addressed, such as the air-conditioning.

During this same time, the numbers-matching 4.2-litre six-cylinder engine and automatic transmission were gone through and rebuilt. Beloved for its exhilarating performance, responsive handling, and unmistakable exhaust note, the 1969 Jaguar E-Type Coupe delivers a driving experience that few automobiles of its era can rival. Its long, sweeping hood, low seating position, and engaging road manners create an intimate connection between driver and machine, making every journey feel like a special occasion.







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Lot 4

VIN: 101064

This lot is available for online bidding at **KruseAuctions.com**



1964 Daimler SP250

- A fun and nimble British sports car
- 1 of just 2,654 built over its five-year production run
- 2.5-liter Hemi V-8 paired with a manual gearbox
- The final year of the spirited SP250 sports car

Established in London, England, by H.J. Lawson in 1896, the Daimler Company secured the rights to use Gottlieb Daimler's engine designs. After a rocky beginning, the company was sold to Birmingham Small Arms (BSA) in 1910, where it gained stability. A key milestone came in 1902 when Daimler was granted the Royal Warrant to supply cars to the British Monarchy, a prestigious role it held until Rolls-Royce took over in the 1950s.

Over the decades, Daimler produced an array of vehicles, ranging from practical everyday cars to high-end luxury models. However, in 1959, the brand took an unexpected turn by unveiling a sporty roadster aimed at competing with Triumph, MG, and Austin-Healey. This car, originally introduced as the Daimler "Dart" at the 1959 New York Auto Show, was soon renamed the SP250 due to a trademark dispute with Chrysler. Featuring a lightweight fiberglass body and a potent 2.5-liter Hemi V-8 engine, the SP250 embodied British roadster charm and delivered impressive performance.

Despite its merits, the SP250's fate was sealed when Jaguar acquired Daimler in 1960. With the legendary E-Type on the horizon, Jaguar had little need for an in-house competitor, leading to the SP250's quiet discontinuation in 1964.

Featuring a lightweight body, a Daimler signature, this lovely little Roadster has been well cared for and is the recipient of multiple comprehensive restorations. In the 1980s, this SP250 was purchased by John Neate, an English gentleman who was residing in Niles, Michigan. Looking to return this example to its former glory, he embarked on a multi-year restoration that was completed in 1988. Following which, it was shown at the Midwest Concours d'Elegance in Chicago where it was awarded with best in its class. It was then shown at the Jaguar Club of North America regional meet in Fort Wayne, Indiana, and was judged 971.40 out of 1000 points, yielding top honors. It was then regularly enjoyed on the road throughout the '90s and early 2000s, when it was determined to perform another restoration in the late 2000s.

Documented by various photos, this Daimler was the recipient of a body-off-rotisserie restoration. The body was mounted with new chrome wire wheels, new weather stripping was applied, the instrumentation and suspension were rebuilt, and a stainless-steel exhaust was installed. The body was finished in its current bright red and new stainless-steel bumpers and bumperettes were installed, as was new chrome on the body. The 2.5-liter Hemi V-8 engine and four-speed manual gearbox were also freshened at this time.

Acquired by the Tucson Auto Museum over ten years ago, this lightweight and nimble award-winning British Roadster has been greatly admired and is a thrill to drive, and this example would certainly make for a fun and memorable weekend cruiser.







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Lot 5

VIN: 50021

This lot is available for online bidding at **KruseAuctions.com**



1968 Intermeccanica Italia Spyder

- Rare Italian flair sports car with American power
- 1 of approximately 500 examples produced
- Benefiting from a cosmetic and mechanical restoration
- Early production example from the inaugural model year

Costruzione Automobili Intermeccanica, best known simply as Intermeccanica, was established in 1959 in Turin, Italy's automobile manufacturing capital. Company founder Frank Reisner was a Hungarian-born, American-educated entrepreneur who would later move the company to the United States and finally Canada. In addition to producing and marketing racing parts and tuning kits, Reisner's first car produced during the early 1960s was a Formula Junior Monoposto for an American buyer. Reisner also designed and built 21 alloy-bodied, 500cc competition coupes, one of which won its class at the Nürburgring and caused Carlo Abarth's demand that Fiat block Reisner's engine supplies. Soon, Intermeccanica participated in the design and construction of aluminum prototypes and the steel production bodies for the promising Apollo GT project, which ended after just 88 of these very fine road machines were produced.

Undaunted, Reisner developed a new two-seat sports car, initially named "Torino" but subsequently re-branded "Italia" after Ford registered the "Torino" name. Styling was penned by former GM Designer, Bob Cumberford, with a fresh and modern overall theme that has aged incredibly well, influenced by timeless elements of the Ferrari 275 GTB and 400 SA. Ample power for the Italia was delivered by Ford's latest small-block V-8 engines, initially displacing 302 cubic inches and later the 351 "Cleveland," as used in the De Tomaso Pantera. Chassis engineering was performed by racing legend John Crosthwaite, using square tubular members welded to the Italia's hand-built steel body into a single unit, mounting rack and pinion steering, independent front underpinnings, a Mustang live axle at the rear, supported by coil springs and radius rods. Performance was outstanding, comparable to contemporary Ferrari, Maserati, and Lamborghini road cars at a fraction of the price.

The elegant and sporty Italia caught on quickly, with the first cars imported to the U.S. early in 1968 and some 40 sold by March of that same year. Production numbers are not precise, but most frequently cited to be around 500 examples produced. Surviving examples are admired wherever they appear, whether on the road or at select shows and concours events.

Before being acquired by the Tucson Auto Museum in 2023, the previous owner treated this Intermeccanica to a cosmetic and mechanical restoration that entailed new front and rear bumpers, a new windshield, and paint. The mechanicals were sorted to ensure it was in proper driving order and items such as new air cleaners were also installed to increase reliability on the road.

Finished in striking Fly Yellow with a contrasting brown convertible top and dark brown upholstery, this Intermeccanica Italia convertible is an early-production 1968 model from the inaugural model year. Power is delivered by a 302-cubic-inch Ford V-8 engine equipped with a Holley four-barrel carburetor and mated to a four-speed manual gearbox. Other features include a heater/defroster, power windows, Ford AM/FM radio, updated deeply bolstered adjustable seats, and useful instrumentation including a tachometer, ammeter and oil-pressure gauge. Riding on a set of five-spoke alloy wheels mounted to newer Continental ExtremeContact tires, this Italia is also equipped with a Pontiac "Formula" wood-trimmed style steering wheel. Now, as when new, the Intermeccanica Italia delivers exceptional design, reliable American V-8 power, and fascinating history; this example from the inaugural model year marks a truly rare opportunity for astute collectors.








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Lot 6

VIN: 7406799

This lot is available for online bidding at **KruseAuctions.com**



1948 Chrysler Town & Country Convertible

- Nicely restored with well-varnished wood panels
- Most Outstanding Open Car 1946-1954 at the Greenwich Concours d'Elegance
- Well equipped with dual spotlights, fog lights, radio, and clock
- A Classic Car Club of America (CCCA) Full Classic® ready for show

The Chrysler Town & Country originated in 1941 as an innovative wood-bodied station wagon, combining the refinement of a Chrysler passenger car with the craftsmanship and character traditionally associated with upscale estate wagons. Production was interrupted by World War II, but the name returned for 1946 with an entirely new lineup that included the glamorous Town & Country Convertible. Based on Chrysler's prestigious New Yorker series, the convertible featured extensive hand-finished white ash framing and woodgrain panels, creating one of the most distinctive automobiles of the immediate post-war era.

By 1948, the Town & Country had become a symbol of affluence, particularly among Hollywood's elite. Its combination of open-air motoring, imposing proportions, and distinctive woodwork attracted owners including Clark Gable, Bob Hope, Barbara Stanwyck, Cornel Wilde, and cosmetics magnate Max Factor. Even General Dwight D. Eisenhower reportedly owned one. Clark Gable was especially fond of the model, reportedly owning two, appropriately, one for "town" and another for "country."

The recipient of a lovely comprehensive restoration in the 2010s under the care of collectors David and Nancy Huckins of Tilton, New Hampshire, this Town & Country has been well admired for its wood features since being welcomed into the Tucson Auto Museum over 10 years ago. Before being acquired by the Museum, this Classic Car Club of America (CCCA) Full Classic® underwent a complete award-winning restoration and was finished in a Polo Green shade and outfitted with well-varnished wood panels. Other features include a green convertible soft top, optional fog lights, dual spotlights, and dual sideview mirrors. Receiving the same treatment, the interior was fully restored and features green leather and Taupe Bedford cord upholstery, a radio, and clock.

An ideal candidate for tours and the popular CCCA CARavan events, this example is equipped with Chrysler's 323-cubic-inch L-head inline eight-cylinder engine that is backed by a Fluid Drive, column-mounted manual transmission. Known for its durability and abundant torque, this 135-horsepower eight-cylinder engine delivers smooth performance.

After its restoration was completed, this example was awarded "Most Outstanding Open Car 1946-1954" at the 2014 Greenwich Concours d'Elegance and Best of Show in Tucson's 2015 Torquefest at the Pima Air and Space Museum.

With its distinctive combination of elegant styling and beautifully finished woodwork, this Town & Country stands as an impressive example of Chrysler's celebrated post-war craftsmanship. Equally at home on the show field or enjoying the open road on a CCCA CARavan, it offers its next caretaker a Full Classic® that was built to be admired and enjoyed.







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Lot 7

VIN: VC10359

This lot is available for online bidding at **KruseAuctions.com**

- Recipient of a nut-and-bolt restoration
- Finished in eye-catching colors
- Limited production and lightweight construction
- One of America's earliest post-war production sports cars



1951 Crosley Super Sport Roadster

The 1951 Crosley Super Sport Roadster was the creation of Powel Crosley Jr., a remarkably successful American entrepreneur with a lifelong fascination for automobiles. Crosley built his fortune producing affordable radios and household appliances, while his business interests also included broadcasting and ownership of the Cincinnati Reds. Despite his success elsewhere, automobiles remained a personal ambition and, in 1939, he introduced the first production Crosley automobile. His philosophy was simple: offer Americans small, economical, well-engineered cars at affordable prices.

Following World War II, returning servicemen helped create growing American interest in the small, nimble sports cars they had encountered overseas. Crosley responded with the Hot Shot in 1949, one of America's earliest post-war production sports cars. A more refined version followed as the Super Sport, featuring hinged doors, and a folding top. Lightweight and powered by Crosley's 44-cubic-inch overhead-cam, four-cylinder engine paired with a three-speed manual transmission, the diminutive roadster proved surprisingly capable in competition, helping establish Crosley's reputation for producing affordable performance.

The recipient of a complete nut-and-bolt restoration, this lovely little Crosley Super Sport Roadster is one of the finer examples. The roadster body is finished in correct Pale Mint Green and fitted with a black Stayfast canvas convertible top with red piping. The seats, door panels, and various trim items are inlaid with a red vinyl upholstery. Features of this Roadster include a Crosley AM radio, matching spare tire, hydraulic brakes, and a glove box.

Well restored inside and out, this Super Sport captures the wonderfully unconventional thinking that made Powel Crosley's little sports car such a memorable chapter in post-war American motoring.



OFFERED WITHOUT RESERVE

Lot 8

VIN: 161001094

This lot is available for online bidding at **KruseAuctions.com**

- 1 of just 435 built
- A one-year-only production vehicle
- Designed by the famed Howard “Dutch” Darrin
- Equipped with sliding “disappearing” doors
- A mirroring example to the vehicle driven by actor Walton Goggins’ character Cooper Howard in the Amazon Prime *Fallout* TV series





1954 Kaiser Darrin Roadster

Howard “Dutch” Darrin was a car designer that left his mark on many fine cars. His work can be found in some of the great custom-bodied cars of the Golden Age of the automobile, especially Packards. The swan song of Darrin’s work can be found in the vision he had for an American sports car that had design features that were truly innovative in the 1950s. Known simply as “the Darrin” his two-seater sports car may have been competing with Chevrolet’s Corvette and both used fiberglass bodies, but Darrin’s use of sliding ‘pocket’ doors allowed the doors to fully disappear into the front fenders which was a remarkable feat of engineering. The Kaiser Darrin had a number of features that made it an unforgettable car, but several events conspired to doom Darrin’s sports car and, in the end, just 435 were built in total.

An elegant appearance, it has long front fenders that blend seamlessly into the low-cut doors, which was a signature of Darrin’s designs even with the Packards of the 1930s. A small and stylish grille allows the hood to bulge at the front while flaring nicely back to the cowl. At the rear, a short deck is emblazoned with the Kaiser Darrin script while a large chrome bumper completes the look. On the interior, the Darrin featured room for two in true sports car fashion and a cleanly styled dash with easy-to-read gauges makes driving a pleasure.

A charming example is this one-year-only production 1954 Kaiser Darrin Roadster. Its fiberglass body is finished in Satin Yellow, while its unique three-position convertible top is finished in a similar hue. The interior is upholstered in Satin Pincrush vinyl with Cal-Point short-loop black carpeting covering the floor. To round out its unique look, this Kaiser is equipped with classic whitewall tires with color-matched beauty rings, dual wind wings, a padded dash, bucket seats, center console, and of course the signature sliding disappearing doors. Power for this Darrin comes from a Willys “Hurricane” inline-six engine that generates 90 horsepower and is backed by a three-speed manual transmission with overdrive. Paired with its lightweight fiberglass body, this Roadster is a joy to drive in true sports car fashion.

While this Kaiser Darrin has enjoyed much attention and appreciation since its conception, its generational audience has greatly expanded and its star status has most recently reached all new levels, thanks to its unmistakable appearance on Amazon Prime's new *Fallout* TV Series. Originally a video game turned into a TV series, the *Fallout* franchise, a post-apocalyptic thriller series, is estimated at a billion dollars. In the new show, one of the lead characters, cowboy cool movie star Cooper Howard, who is played by Walton Goggins, and is better known as The Ghoul, drives an identical yellow Kaiser Darrin. Having built his own fan base, Cooper Howard's Kaiser Darrin has simultaneously done the same, leading to examples such as this to become more desirable within the automotive, cinema, and video game collector realms.

With just 435 examples produced for a single model year, the Kaiser Darrin’s limited production, unmistakable styling, ingenious disappearing doors, and recent pop culture icon status, make it a wonderfully unique sports car that is sure to be the talk of the town or wasteland.

OFFERED WITHOUT RESERVE

Lot 9

VIN: 3F05H223322

This lot is available for online bidding at **KruseAuctions.com**



1973 Ford Mustang Mach I Fastback

- Factory Mach 1 example that has been comprehensively restored
- Recipient of numerous Mustang Club of America awards and an AACA award
- Factory Medium Bright Yellow with power steering and power brakes
- Accompanied by a Deluxe Marti Report and original sales invoice

Introduced for 1969, the Mustang Mach 1 quickly became one of Ford's most recognizable performance-oriented Mustangs, combining muscular styling with a wide selection of powerful V-8 engines and colors. By 1973, the Mustang had evolved considerably from the compact proportions of the original 1965 model, adopting the longer, wider "SportsRoof" body introduced for 1971.

The 1973 model year marked the final season for this generation of Mustang and the last before Ford introduced the dramatically smaller Mustang II. The Mach 1 remained the sporting centerpiece of the lineup, distinguished by its aggressive fastback profile, distinctive graphics, and competition-style hood. Today, the 1973 Mach 1 represents the closing chapter of Mustang's original muscle-car era.

Documented by its accompanying Deluxe Marti Report and original sales invoice, this 1973 Ford Mustang Mach 1 fastback was built at the Dearborn, Michigan factory on April 30, 1973. Ordered in Medium Bright Yellow over Ginger Knit vinyl bucket seats, it was shipped to SOO Motors, Inc. in Sault Ste Marie, Michigan to be sold new. A true factory Mach 1 example, it is equipped with a 351-cubic-inch V-8 engine backed by a C-6 Select Shift automatic transmission and 2.75 rear axle. Noted on the Deluxe Marti Report, other factory features and options include power steering, power front disc brakes, an AM radio, Mach 1 sports interior, and forged aluminum wheels wrapped in belted raised white letter tires.

In 1985, this Mach 1 was purchased from California by a father and son who lived in West Warwick, Rhode Island with plans to restore it. Unfortunately, the pair did not get around to that, so they sold this example in September of 2000 to an enthusiast in Seekonk, Massachusetts, who did follow through with a complete restoration. A true labor of love, once completed, he showed this Mach 1 won at a large number of events, capturing three Mustang Club of America awards, several Mustang Car Club of New England awards, and the President's Choice at Endicott. This Mustang also went on to grace the cover of Best Bets Cruisin New England magazine and earning an AACA national first prize award.

Today, this example retains much of its original sheet metal and the body has straight panels and wonderful gaps throughout. The factory-correct Medium Bright Yellow paint presents very well, as does the black accents. Inside, the factory-correct Ginger Knit vinyl Mach 1 sports interior has been well restored and cared for, featuring bucket seats, remote mirrors, center console, clock, and radio. During the restoration, the rear windows were fabricated so they could also be rolled up and down.

When you open the hood, you are greeted by a detailed engine compartment that retains its 351-cubic-inch Cleveland V-8 engine. Equipped with ceramic headers and a custom Flowmaster exhaust system, it produces a notable sound. During the restoration, a few upgrades were made for reliability and to improve performance, which entailed an Edelbrock intake, 600 cfm carburetor, K&N air filter, and a Pertronix ignition system with an electric voltage regulator.

With its unmistakable Mach 1 character and award-winning restoration, this Medium Bright Yellow example offers an exciting opportunity to enjoy one of the final Mustangs from Ford's original muscle-car era, and one that will surely continue to garner much praise and attention.







OFFERED WITHOUT RESERVE

Lot 10

VIN: D5007715

This lot is available for online bidding at **KruseAuctions.com**





1957 Dual-Ghia Convertible

- **Among the first 30 examples of the mere 100 originally built**
- **Formerly owned by various noted collectors including Dual-Ghia historian Dr. Paul Sable, and Chuck Swimmer**
- **Attractive color scheme paired with jet age styling**
- **Lavish Italian design, American V-8 power, and Hollywood flair**

Produced in remarkably limited numbers, just 100 Dual-Ghias were ultimately built, and today it is believed that just 72 survive. The automobile's existence was an extraordinary achievement, evolving from a series of Virgil Exner-designed Dodge concept cars crafted by Italy's renowned Carrozzeria Ghia. Bringing such an extravagant, handcrafted automobile into production was an ambitious undertaking, made possible through the determination of American entrepreneur Eugene Casaroll.

Best known for pioneering the modern automobile transporter, Casaroll founded Dual Motors, a company that also manufactured military vehicles utilizing engines


Al Mac's
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at both ends. Inspired by Dodge's glamorous show cars, he negotiated the rights to their designs, incorporating additional passenger and luggage space along with subtle tailfins that complemented the automobile's sophisticated styling.

The Dual-Ghia's production process famously stretched from Detroit, Michigan, to Turin, Italy, and back again. Dodge chassis were shipped overseas, where Italian craftsmen shortened their wheelbases and painstakingly fabricated elegant steel bodies and luxurious interiors. The automobiles then returned to America for final assembly and installation of their powerful Dodge V-8 engines, creating an exceptional marriage of American performance and Italian coachbuilding artistry.

Despite its considerable appeal, production proved prohibitively expensive, with Casaroll reportedly losing money on every automobile sold. Nevertheless, the Dual-Ghia attracted an extraordinary clientele, including Ronald Reagan, Evil Knievel, Lucille Ball, Desi Arnaz, and Frank Sinatra, and members of his legendary Rat Pack. Today, the surviving examples remain celebrated for their rarity, exclusivity, and unmistakable transatlantic elegance.

This 1957 Dual-Ghia, DG128, was originally ordered and owned by B. W. Godwin of Philadelphia, Pennsylvania, and reportedly delivered in black. By approximately 1970, the car had entered the ownership of Arthur Lori Jr. of West Pittston, Pennsylvania, who commissioned collector car pioneer Tiny Gould to restore this automobile, repaint it green, and install a vinyl interior. Lori Jr., and his father Lori Sr. both owned a Dual-Ghia at this time.

In 1981, DG128 was acquired by noted Dual-Ghia historian, concours judge, and keeper of the Dual-Ghia registry, Dr. Paul Sable, becoming the first of 24 examples he would eventually own. In a recent conversation with Dr. Sable, he shared his memories of his first Dual-Ghia and the history that has followed it since. During his ownership, Sable cosmetically refurbished the car in the late 1980s, refinishing its exterior in a light cream shade.

Following Sable's ownership, this Dual-Ghia was purchased by prominent San Diego exotic car collector Chuck Swimmer. It was sold to a Mr. Pratt of Las Vegas, and then eventually to the globally known collection of Houston attorney John O'Quinn. It was then later acquired by Michael Schoenfeld, and William Duffey, and then entered the collection of the Tucson Auto Museum in 2018. Prior to the current collection's purchase, this Dual-Ghia underwent a comprehensive restoration where the body was painted in its current and period-correct color of blue and the engine bay was refinished in its correct robin egg blue hue. The interior also saw the same treatment



and was retrimmed. DG128 retains its proper and date code-correct 315-cubic-inch Dodge D500 “Red Ram” Hemi V-8 engine which is backed by a Chrysler two-speed PowerFlite transmission. A car built for the rich and famous, it is factory equipped with power steering, power brakes, a lavish engine-turned dash, and other features.

Well accounted for from new with a distinguished roster of previous owners, including noted Dual-Ghia historian Dr. Paul Sable, DG128 represents an excellent opportunity to acquire a well-cared-for and restored example of one of America’s most exclusive automobiles of the 1950s and today.

OFFERED WITHOUT RESERVE

Lot 11

VIN: 50252727

This lot is available for online bidding at **KruseAuctions.com**



1952 DeSoto Custom Convertible

- 1 of just 3,950 examples built
- Recipient of an award-winning body-off-the-frame restoration
- AACA award winner and Best of Show at the 2015 Tucson Classics show
- Attractive Dusk Gray Metallic over a two-tone interior

Established in 1928 as a division of the Chrysler Corporation, DeSoto was named in honor of Spanish explorer Hernando de Soto and quickly established itself as a respected name in American motoring. Positioned between Plymouth and Chrysler in the corporation's expanding lineup, DeSoto offered buyers an appealing combination of distinctive styling, dependable engineering, and upscale appointments at an accessible price. Throughout the 1930s and 1940s, the marque earned a loyal following, introducing innovative designs and mechanical advancements that helped distinguish it from its competitors.

Introduced in 1939, the DeSoto Custom represented the marque's upper trim level, offering additional luxury and refinement over the more economical Deluxe series. Following World War II, DeSoto initially continued with updated pre-war designs before introducing substantially redesigned automobiles midway through the 1949 model year. By 1952, the Custom had become a handsome representation of American post-war motoring, featuring generous proportions, abundant chrome brightwork, and a comfortable passenger compartment. Power came from Chrysler's dependable 236.7-cubic-inch L-head six-cylinder engine, producing 109 horsepower and paired with the innovative Fluid Drive transmission system.

Among the most desirable body styles was the elegant Custom Convertible, produced in limited numbers. Just 3,950 examples were manufactured across the 1951 and 1952 model years, making surviving examples particularly scarce today.

An outstanding representation of this unique model, this 1952 DeSoto Custom Convertible benefits from an extensive body-off-the-frame restoration completed by its devoted former owner of more than 20 years. Having reportedly spent much of its life on the West Coast, the automobile was painstakingly restored with considerable attention to authenticity, mechanical integrity, and overall presentation.

Nicely finished in its original Dusk Gray Metallic, this DeSoto displays an understated elegance complemented by a contrasting black convertible top, chrome brightwork, and wide whitewall tires. The spacious passenger compartment features black leather upholstery accented by black striped cloth inserts. Its well-appointed interior reflects the comfort and craftsmanship associated with DeSoto's premium offerings, while the generously proportioned trunk compartment has also been restored and detailed.

Beneath the hood resides a 236-cubic-inch L-head six-cylinder engine, which was rebuilt during the restoration and is said to be original to the car. Power is delivered through a Fluid Drive transmission, incorporating DeSoto's sophisticated Tip-Toe Shift arrangement. During the restoration, the exhaust, steering, braking, and suspension systems were all rebuilt.

According to previous owners, this example had an impressive exhibition history, having earned multiple Best in Class honors at various concours events and is recorded in the National DeSoto Club roster. Under the care of the Tucson Auto Museum, this example has captured an AACA award and Best of Show at the 2015 Tucson Classics show.

With its highly attractive restoration and limited production, this magnificent DeSoto Custom Convertible represents a rare opportunity to acquire one of the finer surviving examples of the Chrysler Corporation's distinguished post-war luxury automobiles.







OFFERED WITHOUT RESERVE

Lot 12

VIN: 824041157

This lot is available for online bidding at **KruseAuctions.com**



1960 Lancia Flaminia GT Convertible

- 1 of just 421 examples built
- Sporting 2.5-litre V-6 engine
- A highly attractive and sophisticated Italian Gran Tourer

Founded in Turin, Italy, in 1906 by accomplished racing driver and engineer Vincenzo Lancia, Lancia quickly established itself as one of Europe's most innovative automobile manufacturers. Rather than simply following conventional automotive practices, the company became renowned for its advanced engineering, sophisticated mechanical designs, and beautifully crafted automobiles. Among its many pioneering achievements were the introduction of the revolutionary Lambda in 1922, featuring unitary body construction and independent front suspension, and the Aurelia in 1950, widely recognized as the first production automobile powered by a V-6 engine. These innovations helped establish Lancia as a manufacturer whose automobiles combined technical brilliance with unmistakable Italian elegance.

Introduced in 1957 as the successor to the celebrated Aurelia, the Flaminia represented a new chapter in Lancia's pursuit of luxury and refinement. Designed to compete among Europe's finest grand touring automobiles, the Flaminia combined an advanced V-6 engine with exceptional road manners and elegant styling. While the standard models featured handsome coachwork by Pinin Farina, Lancia collaborated with renowned Italian coachbuilder Carrozzeria Touring to develop a more exclusive range of sporting grand tourers. Employing Touring's celebrated Superleggera construction techniques, these beautifully proportioned automobiles featured lightweight aluminum bodywork and sophisticated styling. The open-top GT Convertible debuted in 1960, offering discerning motorists an enticing combination of sporting performance, luxurious appointments, and the pleasures of open-air motoring. Just 421 examples of the original 2.5-litre GT Convertible were produced, making it one of the more exclusive Italian automobiles of its era.

This striking 1960 Lancia Flaminia GT Convertible is beautifully presented in an elegant black finish over a contrasting red leather interior. Benefiting from considerable cosmetic attention, the exterior has been refinished in its handsome black livery, complemented by re-chromed bumpers, grille, and additional brightwork. A new black canvas convertible top and matching boot cover complete its sophisticated appearance. Equally impressive, the inviting cockpit features retrimmed red leather seats, door panels, and rear parcel area, complemented by light gray wool carpeting. A black-painted dashboard houses an attractive collection of instrumentation, while a sporting wood-rimmed steering wheel provides the finishing touch.

Beneath its sculpted hood resides Lancia's sophisticated 2.5-litre V-6 engine, breathing through a Solex twin-choke carburetor. Four-wheel disc brakes further demonstrate the advanced engineering that distinguished the Flaminia from many of its contemporaries. The engine compartment has also been detailed, complementing the automobile's attractive overall presentation.

Before this example was acquired by the Tucson Auto Museum from a Florida-based collector, additional mechanical servicing was completed, including the installation of new spark plugs, an engine oil change, cleaning and rebuilding of the carburetor, and refinishing of the fuel tank. Five new 15-inch Pirelli Cinturato tires were also mounted.

Combining limited production, distinctive Italian coachwork, and Lancia's celebrated engineering, this elegant Flaminia GT Convertible would make a distinguished addition to a sporting collection and a particularly attractive entrant on a collector car tour where its open air, and celebrated mechanicals can be put on full display.







OFFERED WITHOUT RESERVE

Lot 13

VIN: 181030781

This lot is available for online bidding at **KruseAuctions.com**



1934 Brewster-Ford Town Car

- 1 of an estimated 26 surviving Town Car examples
- Rare Ford V-8-based car recognized as a CCCA Full Classic®
- Flamboyant and elegant coachwork by Brewster
- A notable addition to a collection, museum, or concours show field

Few partnerships of the Classic Era were as unusual as the one formed between coachbuilder Brewster & Company and the Ford Motor Company. Founded in the 19th century as a carriage builder, Brewster developed into one of America's more respected custom coachbuilders, eventually becoming closely associated with Rolls-Royce of America. However, the Great Depression devastated demand for expensive custom automobiles, and the end of American Rolls-Royce chassis production left Brewster searching for a way to survive.

Under the direction of J.S. Inskip, Brewster turned to an unlikely foundation, Ford's affordable and proven V-8 chassis. In 1934, approximately 135 Ford V-8 chassis were acquired, with Brewster lengthening the standard wheelbase and clothing them in distinctive custom coachwork. Most recognizable was Inskip's dramatic front-end treatment, characterized by sweeping fenders, divided bumpers, and a prominent heart-shaped grille.

Priced around $3,500, when a normal V-8 Ford was in the $600 range, the resulting Brewster-Fords combined Ford's dependable flathead V-8 mechanicals with the craftsmanship and exclusivity expected of one of America's premier coachbuilders. Offered in several configurations, including town car, limousine, convertible sedan, and roadster styles, they attracted prominent buyers, including Edsel Ford himself. Production remained extremely limited before Brewster's operations ultimately came to an end in 1936, leaving these distinctive automobiles as fascinating products of Depression-era ingenuity.

As 1 of an estimated 26 surviving town car examples, this 1934 Brewster-Ford Town Car is an imposing example of one of the more distinctive American luxury automobiles of the era. Sporting flamboyant, yet elegant coachwork by Brewster, the comprehensively restored body is finished in a stately two-tone combination of silver-gray and black, accented by a fine red beltline that provides a subtle splash of color. The Brewster body's upright passenger compartment contrasts beautifully with its long hood and dramatically sweeping front fenders, while the open chauffeur's compartment emphasizes the car's traditional town car configuration. A raked windshield, prominent radiator shell, sculpted front fenders, and front and rear split bumpers give the Ford-based automobile an appearance unlike virtually anything else on the road. Period details abound, include a rear mounted spare, chrome running-board trim, classic wide whitewall tires, matching red wire wheels, dual sideview mirrors, and a removable roof panel over the driver's compartment.

The rear covered passenger's quarters feature a bench seat, two folding "jump" seats, sliding glass divider so one can talk to the chauffeur while in motion, hidden mirrors, a singular glass flower vase, and pull down blind for the rear window. Power comes from a classic Flathead Ford V-8 engine, which is paired with a standard manual transmission.

Most interestingly, this Brewster Ford is one of a very few V-8-Ford-powered automobiles to be recognized by the Classic Car Club of America (CCCA) as a Full Classic®, thus granting it access to their array of events around North America.

A pre-war Full Classic® unlike nearly anything else, this rare Brewster-Ford Town Car combines a striking appearance with a fascinating history, presenting a seldom-seen opportunity to acquire a distinctive automobile certain to make a notable addition to any collection, event, or concours field.







OFFERED WITHOUT RESERVE

Lot 14

VIN: SCEDT26T9BD001610

This lot is available for online bidding at **KruseAuctions.com**

- One of the most recognizable pop culture automobiles ever built
- Iconic brushed stainless-steel exterior and gullwing doors
- Desirable five-speed manual transmission
- Factory air-conditioning, power windows, power door locks, and power mirrors





1981 DeLorean DMC-12

The DeLorean DMC-12 was the ambitious creation of John Z. DeLorean, one of the most celebrated automotive executives of his generation. After beginning his career at Packard, DeLorean joined General Motors, where he rose to prominence at Pontiac and became closely associated with performance models including the GTO and Firebird. Eventually becoming one of GM's youngest division heads, DeLorean left the corporation in 1973 and established the DeLorean Motor Company with the goal of producing an innovative sports car bearing his own name.

Development began during the mid-1970s, with famed Italian designer Giorgetto Giugiaro creating the dramatic wedge-shaped body. Its brushed stainless-steel exterior panels and gullwing doors gave the car an unmistakably futuristic appearance. Following extensive redevelopment with assistance from Lotus, production commenced in Northern Ireland in 1981. Power came from a rear-mounted 2.85-litre Peugeot-Renault-Volvo V-6 engine, paired with either a five-speed manual or three-speed automatic transmission. Despite enormous publicity, financial difficulties ultimately overwhelmed the company, and production ended in 1982.

Although its original production life was brief, the DeLorean achieved immortality in 1985 when a modified DMC-12 appeared as Doc Brown's time machine in Back to the Future. Its starring role throughout the blockbuster film trilogy transformed the stainless-steel sports car into a worldwide cultural icon. Today, the DMC-12 remains instantly recognizable, its gullwing doors, futuristic styling, and Hollywood legacy ensuring a level of fame few automobiles have ever achieved.

A fitting example within the diverse and unique collection of the Tucson Auto Museum, this DeLorean has been rightfully admired. The brushed stainless-steel exterior presents well with only a few minor blemishes. The inside features well-preserved upholstery, and well-maintained grey headliner, carpets, and factory floormats. The dash houses original DMC gauges, and an AM/FM/cassette stereo. Convenience features include factory air-conditioning, power-assisted brakes, power windows, power door locks, and power mirrors. Powered by a rear-mounted 2.85-litre V-6 engine, it is backed by a more desirable five-speed manual transmission, resulting in a wonderful and memorable driving experience.

With its unmistakable stainless-steel styling, desirable five-speed manual transmission, and enduring place in popular culture, this well-preserved DMC-12 represents a wonderful opportunity to experience one of the most iconic automobiles of the modern era. An automobile that's set to never lose its noted place in automotive and pop culture history.

OFFERED WITHOUT RESERVE

Lot 15

VIN: THPNMT05034

This lot is available for online bidding at **KruseAuctions.com**



1973 DeTomaso Pantera L

- An exciting and engaging American Italian sports car
- Accompanied by a Deluxe Marti Report and invoice records
- 1 of just 334 examples factory finished in yellow
- Factory air-conditioning, power disc brakes, and power windows

Few automobiles blended two very different schools of performance quite like the De Tomaso Pantera. Combining dramatic Italian styling with proven American V-8 power, the Pantera was conceived as a more refined production successor to De Tomaso's exotic Mangusta. Developed through De Tomaso's relationship with Ford, the Pantera featured a steel monocoque chassis engineered under Gianpaolo Dallara and striking wedge-shaped bodywork penned by American designer Tom Tjaarda at Ghia. Introduced in 1970 and reaching American buyers in 1971, the Pantera was distributed through Ford's Lincoln-Mercury dealership network.

By 1973, continued development had addressed the early cars, while the Pantera L offered improved refinement and federally mandated impact bumpers. The result remained an unmistakable combination of Italian exotic-car design and muscular American performance.

Documented by a Deluxe Marti Report, this 1973 De Tomaso Pantera L was built in December of 1972 but was not serialized and sold until August of 1973. It was ordered new by the Cincinnati District Sales Office (DSO) and delivered through the Baltimore Maryland Port of entry. Specified in factory yellow, it is 1 of just 334 examples finished in this eye-catching color. This Pantera was then sold new by Don Kremer Lincoln-Mercury Inc. in Dayton, Ohio.

Well admired and a fitting example within the Tucson Auto Museum's diverse hybrid sports car collection, this Pantera presents remarkably well today having been restored a number of years ago. The yellow paint is in good condition and elevates the wedge-shaped sports car body lines. Being an L, or Lusso model, it is equipped with full-width black bumpers and a lower front air dam, which not only improved crash protection but also provided downforce at the front. Rounding out its attractive look, is a set of factory Campagnolo alloy wheels wrapped in BFGoodrich tires.

Inside of the '70s Italian sportscar, the black trimmed cabin is nice and tidy and features factory Veglia instruments with their distinct green numerals. Factory options include power windows and desirable factory air-conditioning. An original blanking plate covers the radio section, but a more modern AM/FM/CD player is hidden under the front hood.

Engineered behind the seats lies its 351-cubic-inch Cleveland V-8 engine, the heart of what makes this Pantera so lively and enjoyable to drive. The engine is well-detailed and features a single four-barrel Holley carburetor, Edelbrock aluminum intake manifold, tubular headers, De Tomaso valve covers, and a period-correct chrome air cleaner. Power is sent to the rear wheels via a five-speed ZF manual transaxle, adding to its American Italian sports car experience. It is noted that this car comes equipped with factory four-wheel power disc brakes. Performance is on par with its Italian counterparts, but with the added benefit of American V-8 power its reliability and parts accessibility becomes more favored. Along with the Deluxe Marti Report, various invoice records also accompany the car.

This well-presented Pantera L remains a compelling example of one of the 1970's most distinctive and charismatic sports cars, thanks to its striking Italian design, unmistakable Ford V-8 soundtrack, and eye-catching factory yellow finish.







OFFERED WITHOUT RESERVE

Lot 16

VIN: 22932174

This lot is available for online bidding at **KruseAuctions.com**

- Comprehensively restored by Chris Charlton of Classic Car Services, a Pebble Beach Best of Show winning restoration shop
- 1 of only 3,885 produced, with few surviving examples today
- Factory overdrive and electromatic clutch
- A warm and inviting cabin with a radio and clock





1948 Packard Eight Station Wagon

Packard entered the post-war era with a reputation built upon luxury, refinement, and distinguished engineering, but rapidly changing tastes soon demanded a fresh approach. For 1948, the company introduced its new 22nd Series, featuring wider, lower "free-flow" styling developed from the earlier Clipper design. Among the most distinctive offerings was the Station Sedan, Packard's interpretation of the increasingly fashionable station wagon.

Rather than develop an entirely separate traditional wood-bodied wagon, Packard utilized its four-door sedan as the foundation. Briggs Manufacturing modified the body and roofline to accommodate a spacious rear cargo area and two-piece tailgate, while extensive exterior woodwork provided the handsome appearance associated with upscale "woodie" wagons. Beneath the wood was largely steel construction, making the Station Sedan an interesting transition between traditional wood-bodied wagons and the steel-bodied models that followed. Produced from 1948 through 1950, the Station Sedan combined Packard luxury with increased practicality and remains one of the most distinctive designs of the marque's early post-war period.

The recipient of a body-off-the-frame restoration by multiple Pebble Beach Concours d'Elegance Best of Show winner, Chris Charlton of Classic Car Services in Maine, is this charming 1948 Packard Eight that is 1 of only 3,885 examples produced, and one of a few surviving restored examples. The elegant body was finished in a navy blue and new correct birch frames and mahogany woodgrain panels were sourced and equipped. Attached with wonderful chrome throughout, the body features a commanding cormorant hood ornament and classic whitewall tires.

During the restoration, the 288-cubic-inch eight-cylinder engine was rebuilt, as was the suspension, braking, and exhaust system. Furthering its drivability, this Packard is equipped with an electromatic clutch and overdrive, both of which were factory options. Inside, the inviting cabin displays a warm glow thanks to the faux woodgrain dash and veneering. Its inviting presence is also furthered, thanks to the wool carpeting, vinyl upholstered bench seats with fabric inserts, new headliner, subtle chrome plating, radio, and clock.

Along with the car, the next owner will get a large file of invoice records. With room for you and five other friends or family members and their luggage, this restored Packard Eight Station Wagon is a wonderful reminder of the past. It would be a rightful choice for weekend trips to the lake, cabin, or to be enjoyed on evening cruises to the local ice cream shop.

OFFERED WITHOUT RESERVE

Lot 18

VIN: A3501091 0DLRX

This lot is available for online bidding at **KruseAuctions.com**



Coachwork by Thrupp & Maberly

1955 Sunbeam-Talbot Alpine Mark III

- 1 of as few as 200 surviving examples
- Recipient of a no-expense-spared concours-level restoration
- Equipped with a special uprated engine
- Styled by famed designer Raymond Loewy
- Listed in the Sunbeam Talbot Alpine Registry

The history of the Sunbeam-Talbot can be traced to the early 20th century, when the Sunbeam Motor Car Company established itself as one of Britain's respected automobile manufacturers, earning recognition for its engineering achievements and motorsport success. Financial difficulties during the 1930s eventually led to Sunbeam joining the Rootes Group in 1935, where it was brought together with Talbot to create a new range of sporting automobiles under the Sunbeam-Talbot name.

Following World War II, the company introduced the Sunbeam-Talbot 90 in 1948, a stylish sporting automobile offered in saloon and drophead coupe configurations. The model underwent several developments, culminating in the Mark III, introduced in 1954. By this time, the Talbot name had been dropped from the car's official badging, with the model marketed simply as the Sunbeam Mark III.

Offered as a four-door Sports Saloon and two-door Drophead Coupe, the Mark III featured a 2,267cc overhead-valve four-cylinder engine producing 80 horsepower, paired with a four-speed manual gearbox and optional overdrive. Independent front suspension improved handling, while enlarged front air intakes and distinctive triple side portholes distinguished the updated styling.

Produced through 1956, with some references listing 1957 as its final model year, the Mark III represented the culmination of Sunbeam-Talbot development. Its sporting credentials were further established with an outright victory in the 1955 Monte Carlo Rally, securing its place in British motoring history.

Representing one of the finest surviving examples of the 1,582 Sunbeam-Talbot Alpine Mark IIIs originally produced, this 1955 example, chassis A3501091/0D LRX, is the recipient of a spectacular concours-level restoration. As one of as few as 200 surviving examples, it is draped in its elegant and original color of Thistle Grey, and features handsome coachwork by Thrupp & Maberly, with styling attributed to renowned industrial designer Raymond Loewy.

In 2007, the Alpine was acquired by a California collector who held a particular admiration for the model's distinctive design. Determined to return the automobile to its former glory, he commissioned Lou Spoto Restorations to undertake a no-expense-spared restoration. It's said that thousands of hours were devoted to the project, resulting in exceptional bodywork, brilliant chrome appointments, and a beautifully trimmed leather interior, with careful attention extended to even the smallest details.

During the restoration, the original engine specification was upgraded to the special high-compression 2,267cc four-cylinder configuration, featuring enlarged valves and producing an impressive 97.5 horsepower compared to the standard 80 horsepower.

Following years of devoted ownership, this rare Alpine would then join the Tucson Auto Museum in 2019, where it has since been admired as an outstanding example of the marque. Accompanying this example is a large file of various records and photos of the car before its concours restoration, and a set of side windows.

With its elegant British styling and concours-level restoration, this Sunbeam-Talbot Alpine Mark III would make a lovely addition to many prestigious concours show fields or collector car tours, where its beauty, rarity, craftsmanship, coupled with its uprated engine, will be certain to be admired and enjoyed.







OFFERED WITHOUT RESERVE

Lot 19

VIN: 221116

This lot is available for online bidding at **KruseAuctions.com**



1964 Porsche 356 C Coupe

- A numbers-matching example
- Documented mechanical and cosmetic restoration
- Finished in its original shade of Light Ivory over black
- Accompanied by its Porsche COA, copy of its Kardex, and a file of invoice records

The first production automobile to bear the Porsche crest, the 356 holds a significant place in automotive history. Developed under the direction of Ferdinand “Ferry” Porsche, the 356 made its debut in 1948, combining lightweight construction, aerodynamic styling, and engaging driving characteristics. Early examples were hand-built in Gmünd, Austria, before production relocated to Stuttgart, Germany, where the model steadily evolved throughout the 1950s.

The introduction of the 356 A in 1955 brought improvements in handling, comfort, and overall refinement, followed by the 356 B in 1959, which featured revised bodywork and further mechanical advancements. The final evolution arrived in 1963 with the 356 C, featuring four-wheel disc brakes, improved suspension, and subtle refinements to its timeless silhouette. By 1964, the 356 had become one of the world's most respected sports cars, celebrated for its exceptional build quality and rewarding driving experience, establishing a foundation for Porsche's future success.

A late-production 1964 example, this Porsche 356 C Coupe was completed on 12/09/1964 and retains its numbers-matching engine, 716150, which matches the timeline of the chassis as a late-production example. This is of course documented on the accompanying Porsche Certificate of Authenticity and a copy of its original Kardex.

History of this example starts from new when Art Johnson of Rochester, New York purchased this Porsche in 1968 from its original owner. Retaining this example for the next 27 years, in 1995 it was acquired by its third owner from new, remaining on the East Coast. It was later acquired by a Mr. Peter Antosiewicz of Connecticut who obtained the Porsche COA and copy of its Kardex. Under this ownership, he would commence on a comprehensive restoration. Well detailed throughout, the body was finished in its original color of Light Ivory, while the front seats were refurbished with correct black upholstery. The cabin also saw new sound deadening and carpet installed, completing its simple, yet timeless look and feel.

During the restoration, the numbers-matching 1,600cc four-cylinder engine and four-speed manual gearbox were fully addressed and sorted. Some of the other additional work included replacing the valve cover gaskets, tuning the carbs, replacing the fuel pump and lines, removing the gas tank to clean and repaint it, replacing the front wheel bearings and seals, installing a new shifter bushing and a new muffler, in addition to a host of other items.

Since being acquired by the Tucson Auto Museum, this Porsche has been greatly admired and cared for, as its classic and timeless lines draw much attention. Accompanying this Porsche is it aforementioned COA, copy of its Kardex, and a file of invoice records.

Widely regarded as one of the most timeless sports cars ever built, the Porsche 356 continues to captivate enthusiasts with its elegant styling and unmistakable character. With its known history, numbers-matching components, and correct restoration, this 356 C Coupe remains a true driver’s car, just as Porsche originally intended.







OFFERED WITHOUT RESERVE

Lot 20

VIN: J1642187
Engine No: J-164
Chassis No: 2187

This lot is available for online bidding at **KruseAuctions.com**



1929 Duesenberg Model J Arlington Sedan

- ACD Club Certified, D-158
- Original short-wheelbase chassis, engine, firewall, and body
- Sold new in Paris to famed Duesenberg connoisseur Antonio Chopitea
- Early ownership by prominent world aristocrats
- Well-known history dating back to new including ownership by Allen Thurn, and Gary and Sharon Vick
- Cosmetically refinished example with original interior
- A wonderful, mechanically fit, closed coachwork example ideal for touring

Renowned coachbuilder, Derham Body Company of Rosemont, Pennsylvania, produced some of the finest bodies for the Duesenberg Model J, built with exceptional craftsmanship and quality. Among their offerings was a particularly elegant and well-proportioned sedan with blind rear quarters, in the style dubbed by other coachbuilders as a sport or club sedan. It was distinguished by a relatively low, fabric-covered roofline and close-coupled doors. The design was named the Arlington, and only five were made, four of them on the most desirable short-wheelbase 142½-inch chassis.

The Derham Arlington Sedan offered here, engine number J-164, was built as a left-hand-drive, short-wheelbase chassis. Longtime ACD Club Duesenberg Historian Ray Wolff records its original sale on July 3, 1931, to Antonio Chopitea, a Peruvian sugar heir and noted automobile enthusiast; he and his brothers would acquire no fewer than five new Model Js, including, most notably, the renowned Figoni-bodied "French Speedster." Chopitea maintained homes in Lima, Paris, and New York, and it is likely that this American-bodied J was bought in the latter and then taken overseas by its owner.

The car subsequently passed to "Prince Otto," Archduke Franz of Hapsburg, in Paris, the last Crown Prince of Austria-Hungary – who was then scarcely 30 years old. The next owner is recorded as a George J. Gould of Vaucresson, likely the American railroad and banking heir George Jay Gould II, and finally, in 1935, one Prince Hassan Loutfallah, of Cairo, Egypt. It is likely that at the time of the latter acquisition, the car was fitted with its current fenders, a more modern skirted design, and was refinished in dark blue.

Duesenberg historian Fred Roe, in a letter in the car's ACD Club Certification file, noted that Prince Loutfallah's nephew Alex Sursock inherited the car in 1948. The Sursock wealth was based in Lebanon, where they were hugely influential in the growth of the country, but Alex had resided in Cairo and was left nearly destitute when the Nasser Government claimed his family's property, including the vast Gezirah Palace where his uncle had resided. Sursock settled with the Duesenberg, one of his few remaining possessions, at Cap d'Antibes, in southern France, where he lived out his days.

In 1957, the Model J was brokered for Sursock by his neighbor's son George Breyton to Allen Thurn of Bethlehem, Pennsylvania, a noted early Model J enthusiast and collector who sourced several outstanding examples of this era. Mr. Thurn resold the car within two years to Keith Smith of Michigan, who displayed it at the ACD Club National Reunion in Auburn, Indiana in 1959, then sold it in late 1963 to Bruce Cox of Detroit and Florida. Mr. Cox would be a long-term owner of the Duesenberg, retaining it for over two decades.

The McGowan brothers, renowned 'car hunters' of Branford, Connecticut, bought J-164 from Mr. Cox in 1984 and retained it until the early 1990s. In 1993, they exhibited it again at the National ACD Club Reunion, winning Most Original Car. In 1995, the car returned to Auburn, Indiana to stay with Gary and Sharon Vick. The Vicks resided in E.L. Cord's former residence on Wayne Street, not far















from the ACD Automobile Museum, and were active supporters of both the museum and the ACD Festival. They maintained a small, select collection of oft-driven automobiles, including a twelve-cylinder Auburn, a Tucker, and, of course, J-164, which early in their ownership continued to be maintained in very original and unrestored condition, suitable for today's preservation class in shows and exhibitions. Later, the Vicks relocated to Texas, and elected to have the Model J refinished to its original burgundy livery, though the car continued to retain, as it does today, much of the original interior in good, patinated condition. Passionate enthusiasts, they continued enjoying and driving it, including trips from Texas back to Auburn, Indiana for the annual meet. At the start of the 2010s, J-164 was then acquired by the Maine Classic Car Museum. There, this Model J was greatly admired and surrounded by an array of noted automobiles and was a great favorite of visitors. It was occasionally exercised and noted to have performed wonderfully; in 2022, J-164 partook in The Enthusiast Driving Tour, where it was piloted by none other than John Kruse.

As part of a select grouping of the museum's collection, J-164 was sold in 2022 to the Tucson Auto Museum, where it has since been further admired in a museum setting. Most recently, it was mechanically sorted and taken on various short jaunts showcasing that it is one of the better running and driving Model Js. This is largely due to the fact it has not been taken apart or restored.

Closed Duesenbergs are becoming increasingly more desirable to enthusiasts seeking a comfortable Model J for extended driving on events such as the Duesenberg Tour and others, as well as for their often unique designs. An automobile that was enjoyed by some of the world's wealthiest families in its early life and cherished by noted club members and museums in its most recent life, it offers a compelling opportunity to acquire a pure, certified Model J that retains its original engine, body, and chassis and is poised for its next page in history.





OFFERED WITHOUT RESERVE

Lot 21

VIN: W5138

This lot is available for online bidding at **KruseAuctions.com**

- A unique and desirable German-built microcar
- Formerly of the esteemed Bruce Weiner Microcar Collection
- Recipient of a cosmetic restoration
- Draped in classic and quintessential colors





1957 Zündapp Janus 250

Born from Germany's growing demand for economical transportation following World War II, the Zündapp Janus 250 was among the most unconventional microcars of its era. Originally conceived by aircraft manufacturer Claudius Dornier, the design was eventually acquired by Zündapp, a German company best known for producing motorcycles. Entering production in 1957, the Janus featured an unusual arrangement with doors at both ends and two rows of bench seating facing opposite directions. Its name was inspired by Janus, the two-faced Roman god, a fitting reference to its distinctive design. Powered by a mid-mounted 248cc two-stroke single-cylinder engine producing approximately 14 horsepower, the Janus utilized a four-speed manual gearbox. Despite its innovative engineering and practical interior layout, production lasted just two years, with approximately 6,900 examples manufactured before being discontinued in 1958.

This charming 1957 Zündapp Janus 250 reportedly spent time in a German museum before joining the renowned Bruce Weiner Microcar Collection, one of the most significant collections of microcars ever assembled. It was then acquired from Weiner's collection by a California-based collector around 2009, when it later underwent a cosmetic refurbishment that included a repaint in its attractive two-tone red and white finish. The interior was similarly refreshed with red vinyl upholstery, matching carpeting, and distinctive plaid side panels, creating a welcoming passenger compartment that perfectly complements the automobile's playful character. Additional attention included refreshing the electrical system.

Further complemented by chrome bumpers, whitewall tires, and its clever folding bench seats that can convert into a bed, this delightful Janus offers an entertaining glimpse into the creative engineering that defined Europe's post-war microcar movement.

Outside of its loving appearance and cult-like following, a 1957 Zundapp Janus appeared on the globally seen CARS 2 movie, where it appeared as Professor Z, one of the main villains in the movie. With its unmistakable appearance, limited production history, and connection to the celebrated Bruce Weiner Microcar Collection, this rare German microcar would make a charming addition to any collection of unusual and unique automobiles.

OFFERED WITHOUT RESERVE

Lot 22

VIN: NN18347

This lot is available for online bidding at **KruseAuctions.com**

- A wonderful expression of early French motoring
- Used by Metro Pictures Corporation to chauffeur Jackie Coogan and others to movie premieres
- Formerly owned by noted collectors Willet Brown and John and Jill Shibles
- Older restoration by Hillcrest Motors of California
- A unique automobile with its signature “shovel nose” front end





Coachwork by Henri Labourdette

1922 Renault NN Town Car

Renault’s emergence as one of France’s leading automobile manufacturers began in 1898, when brothers Louis, Marcel, and Fernand Renault established the company after Louis successfully demonstrated his innovative early automobile. During the following decades, Renault developed a reputation for engineering dependable automobiles, taxis, commercial vehicles, and competition cars, becoming one of Europe’s most important manufacturers.

By the early 1920s, Renault sought to expand its offerings with an affordable small automobile aimed at a broader motoring public. The resulting 6 CV series began with the Type KJ, introduced in 1922 with a compact 951-cubic-centimetre four-cylinder engine. The sporting Type MT followed, further developing the same basic mechanical package before Renault unveiled the Type NN at the 1924 Paris Motor Show.

Essentially an enlarged and improved evolution of its predecessors, the NN featured a longer wheelbase, four-wheel braking, and numerous available body configurations. Produced through 1929, the dependable and economical NN became one of Renault’s most popular automobiles of the period.

A sporting and elegant example from Renault, is this NN Town Car. Sporting its rare and said to be bespoke town car coachwork by noted firm Henri Labourdette of Paris, it’s a wonderful expression of early French motoring. Recounted by previous owners, this Renault's early life is said to have been owned by Metro Pictures Corporation, which was the forerunner and later a major part of Metro-Goldwyn-Mayer (MGM Studios). This lovely Renault was part of the "staff" and was used to transport child actors, such as Jackie Coogan to their movie premiers. Known as "CoCo", after its service in showbiz, it was later acquired by Willet Brown, a founding executive of Mutual Broadcasting System and owner of Hillcrest Motors in Beverly Hills, which famously sold Cadillacs and other cars to top Hollywood A-listers. Mr. Brown also maintained a private collection, which was comprised of an array of legendary automobiles with ties to celebrities, this example being one of them. Maintained by the collection's long-term curator, James Duffy, this Renault sold alongside the entire collection in 1995.

This example was then in the care of noted collectors John and Jill Shibles. This Renault was well admired among their impressive collection, and was displayed at various events such as the Greenwich Concours d'Elegance.

An appropriate choice for its unique body, it is finished in a subtle maroon with black fenders that’s highlighted by a distinctive diamond-pattern two-tone treatment at the rear of the body. Today, it features an older restoration by Hillcrest Motors in California. Exterior items include a Boyce Motometer, a nickel-plated windshield frame, a nickel-plated roof rack and lanterns, a rear mounted luggage rack with a wicker suitcase, and color-matched wire wheels.

The chauffeur’s compartment or front quarters are trimmed in black leather that feature a split bench seat and color-matched door panels and carpeting. The passenger compartment houses a bench seat finished with beige cloth upholstery and carries the hallmarks of a town car body such as dual pull-strap division windows, pull-strap side windows, a dome light, ashtray, and bud vase.

The 951cc inline-four engine can be found underneath the Renault's “shovel nose” front end and features a single Stromberg updraft carburetor, SEV magneto, and a radiator mounted behind the engine, another Renault signature. The engine is backed by a four-speed manual gearbox that sends the power to the rear wheels.

With a storied past of chauffeuring Hollywood’s rising stars to their movie premieres, this charming Renault NN Town Car, which was well admired by various noted collectors, is a wonderful reminder of the glamour and excitement that surrounded the early days of motoring and the silver screen.

OFFERED WITHOUT RESERVE

Lot 23

Sold on Bill of Sale

This lot is available for online bidding at **KruseAuctions.com**



Chevrolet Monte Carlo 'Dale Earnhardt' Race Car Tribute

- A mirroring tribute car to Dale Earnhardt's #3 race car
- One of the most recognizable cars in the history of NASCAR
- Maintained in a museum-like setting for the last 20 years

A legend from the very start, Dale Earnhardt Sr. is undoubtedly one of the best NASCAR drivers to ever grace the blacktop. Synonymous with the all-black #3 race car under the Richard Childress team name, Earnhardt would go on to win seven Cup Series Championships, tying "The King" himself, Richard Petty. A part of that coveted race history includes this tribute Monte Carlo #3 Earnhardt race car.

The son of a successful short track racer, Ralph Earnhardt, Dale would develop a love for cars at a very young age and would find himself dropping out of school in the ninth grade attempting to get his own racing career started. In May of 1975, Earnhardt would make his stock car racing debut in the World 600 at Charlotte Motor Speedway finishing 22nd. This would be good enough to land him a Winston Cup contract for the 1979 season. That year, Earnhardt took the NASCAR circuit by storm by becoming the first driver to win over $200,000 in his rookie year and winning NASCAR's coveted Rookie of the Year award. From then on, Earnhardt would find himself using his rearview mirror more and more, as the competition would often be found in it. In the next season, Dale would win the points championship, proving his rookie year was no fluke at all. Throughout his career, he would come to be known as "The Intimidator" because of his aggressive style of driving and overtaking, but it would prove to be a game changer. Earnhardt would go on to win 22 Cup Series Poles and an amazing 76 Cup Series wins and 21 Xfinity Series wins, and with a win at the AC Delco 500 in his home state of North Carolina in 1994, Earnhardt claimed his seventh Winston Cup Championship, tying the legendary Richard "The King" Petty for most career titles. Earnhardt's run would come to an end doing what he loved most, racing, as he would pass away in a racing accident on the final lap of the 43rd Daytona 500 on February 18th, 2001. NASCAR would finally create a Hall of Fame in 2010 and Dale Earnhardt Sr. would be among the inaugural group to be inducted.

A tribute car to the legend himself, this Monte Carlo #3 Earnhardt race car is turnkey-ready to light up the track. The exterior livery mirrors that of which Earnhardt drove on the track while racing for the Richard Childress race team. Draped in all the correct race sponsors, this Goodwrench Service #3 car even wears the correct Goodyear #1 Eagle racetrack tires. Having been maintained in a museum setting for the last 20 years, visitors would often ask if this was one of the real deal race cars Earnhardt drove during his 22-year-long campaign on the NASCAR circuit. The pin-locked hood contains a stock Chevy blazer 400-cubic-inch engine that releases a menacing sound from the exhaust and tells its onlookers it means business on the track. Meeting track standards, the cockpit is outfitted with a Richardson Racing Products race seat, a full rollcage covered in BSCI energy impact system covers, and a six-point race seat belt.

Retained by the Kruse Automotive & Carriage Museum for 15 years, it was then acquired by the Tucson Auto Museum in 2022 via the annual Auburn Auction & Show and it has since been maintained and continuously admired within the collection. Capturing the unmistakable spirit of "The Intimidator," this striking #3 Monte Carlo tribute offers a unique opportunity to celebrate and continue Dale Earnhardt's legendary racing legacy.



OFFERED WITHOUT RESERVE

Lot 24

VIN: 557501198

This lot is available for online bidding at **KruseAuctions.com**



Coachwork by Derham

1955 Cadillac Series 75 Custom Limousine by Derham

- **One of just two Derham-built examples**
- **Both examples were purchased by John D. Rockefeller Jr.**
- **Comprehensively restored and beautifully maintained**
- **The ultimate expression of luxury and class in the ‘50s with a host of features**

For decades, Cadillac's distinguished Series 75 stood at the forefront of American luxury motoring, offering an exceptional level of comfort, refinement, and prestige. First appearing in 1936, the Series 75 quickly became a preferred choice among wealthy industrialists, prominent businessmen, and government officials who demanded the finest in personal transportation. Featuring elegant Fleetwood coachwork, these imposing automobiles were offered in a variety of formal body styles, including chauffeur-driven limousines designed to provide the utmost privacy and comfort. While most examples carried factory-produced bodies, select automobiles received specialized appointments from independent coachbuilders such as Derham and Hess & Eisenhardt. Reflecting their exclusive nature, just 1,916 Series 75 passenger cars were produced for 1955, of which only 841 were Imperial Limousines, and just two were graced with Derham coachwork.

Since its founding in 1902, Cadillac had established itself as a symbol of American prosperity and achievement, earning the patronage of some of the nation's most influential families. Among them were the Rockefellers, whose association with the marque extended across several decades and generations. John D. Rockefeller Jr., son of Standard Oil founder John D. Rockefeller, was particularly fond of Cadillac automobiles, with a 1939 Series 75 Convertible Sedan among his possessions. As one of America's wealthiest and most prominent families, the Rockefellers relied upon luxurious, chauffeur-driven automobiles for both private and formal transportation, reflecting a longstanding appreciation for Cadillac's combination of engineering excellence, understated elegance, and prestige.

One of just two specially commissioned Derham-bodied Cadillac Series 75 Limousines built for 1955, this exceptional example was ordered new by John D. Rockefeller Jr., with one reportedly stationed at the family's Long Island retreat and the other in New York City. Displaying just over 50,000 miles, which are believed to be actual, this distinguished, and comprehensively restored limousine is finished in dark blue metallic with a contrasting black leather top. Its rare Style 7533X Imperial Business Limousine designation denotes additional factory-appointed luxuries, including a power-operated divider window separating the chauffeur and passenger compartments.

The lavish interior has been refurbished, featuring gray leather upholstery, blue accent trim, fresh carpeting, and a beautifully appointed rear passenger compartment complete with folding jump seats. Additional amenities include factory front and rear air-conditioning, a retro-style Cadillac radio, and mood lighting. Completing its stately appearance are wire wheels wearing bias-look radial tires and Cadillac center caps. Power for this stately custom limousine comes from an overhead-valve V-8 engine that is backed by an automatic transmission. Before the Tucson Auto Museum acquired this example from a Florida collector, the transmission was rebuilt in 2023.

Intended for heads of state and captains of industry, Cadillac’s Series 75 Limousine represented the pinnacle of luxury within the marque’s 1955 lineup. This rare Derham-bodied example, with its distinguished Rockefeller provenance, stands as a remarkable testament to an era when America’s wealthiest families sought automobiles tailored to their exacting standards.



OFFERED WITHOUT RESERVE

Lot 25

VIN: 1015

This lot is available for online bidding at **KruseAuctions.com**



1963 Apollo 5000 GT

- 1 of only 88 Apollos produced in total
- Hand-built European coachwork and American mechanicals
- Robust V-8 power paired with a four-speed manual transmission
- The final and most powerful variant of the seldom-seen Apollo GT

The Apollo GT emerged from the vision of young California engineer Milt Brown, who sought to create an American grand tourer capable of competing with the finest European sports cars. Brown partnered with Ron Plescia and Ned Davis to establish International Motor Cars in Oakland, California. After meeting Intermeccanica founder Frank Reisner in Europe, an arrangement was made for the Apollo's hand-built bodies to be constructed in Turin, Italy, before being shipped to California for final assembly. Plescia penned the original design, which was further refined by noted former Bertone stylist Franco Scaglione.

Production began in 1963 with the Apollo 3500 GT, powered by Buick's lightweight 215-cubic-inch V-8 engine. A Spyder soon followed, while demand for greater performance led to the 5000 GT, utilizing Buick's more powerful 300-cubic-inch V-8 engine. Financial difficulties curtailed International Motor Cars production in 1964, with subsequent examples produced under Apollo and Vetta Ventura names through the mid-1960s. Ultimately, only about 88 examples of all types were completed, making the Apollo one of the rarest Italian American grand tourers of its era.

Under current ownership for the last seven years, this Apollo 5000 GT was acquired by the Tucson Auto Museum in 2019. A previous owner retained this rare hybrid for over 30 years. As 1 of just 88 Apollos produced in total during its production run, the Italian-built exotic styled body underwent a refurbishment where the body was stripped and finished in its current eye-catching red paint. Its sculpted lines and subtle spilt chrome bumpers are accentuated by Borrani knock-off wire wheels, completing its sports car flair.

The interior is equipped with black vinyl upholstery with patterned inserts and matching carpets and door panels. A wood-rimmed Nardi steering wheel retains its Apollo horn button and frames the Jaeger instrumentation. Other items include a mounted fire extinguisher behind the seats and a pair of Kraco coaxial speakers, though no radio is currently present, or really needed, as the sound produced by this hybrid sports car will surely be sufficient.

Power is sourced from a robust 300-cubic-inch Buick V-8 engine that was reportedly rebuilt between late 2018 and early 2019. Other work performed at this same time included a fuel tank freshening, replacing the clutch, and adjusting the carburetor and cooling system. Power is sent to the rear wheels via a BorgWarner T-10 four-speed manual transmission, which further elevates its memorable and impressive sports car experience.

With its subtle yet striking Italian coachwork, American V-8 power plant, and exceedingly limited production, this Apollo 5000 GT offers a rare opportunity to experience one of the more fascinating Italian American grand tourers of the 1960s.








T's by the Sea
DINER Al Mac's RESTAURANT
NEW ZEALAND
SHEEP
NEW ZEALAND
kiwi kiwi
K1WI
X82-13
58 FACEL VEGA
7375
FL
22556
NAMIBIA
83-920
MAINE 1975
EUJ 162
64-983
ANTIQUE AUTO
CUBA
FAA712
A-40855

OFFERED WITHOUT RESERVE

Lot 26

VIN: 9821103

This lot is available for online bidding at **KruseAuctions.com**



1934 Chrysler CY Airflow

- Rare as 1 of approximately 445 Canadian-built Airflows
- One of a few known surviving examples
- First-year of production for the Airflow Coupe
- Streamlined, aerodynamic design with distinct single-year bumper

Chrysler's Airflow line of the mid-1930s was the first truly "aerodynamic" streamlined American car. "It bores through the air," Chrysler advertised, and they could prove it to, because the Airflow had been extensively tested in the wind tunnel. But it was more than its form that made the Airflow historically significant. Its steel, semi-unitized body was years ahead of the competition. Chrysler demonstrated the Airflow's structural strength by pushing one off a 110-ft high cliff, then driving the car away.

Introduced in 1934, the Airflow was sold under both the Chrysler and DeSoto brands until 1937. The first year, with its curved "waterfall" grille, was the purest expression of the design; the 1935 through 1937 models had a more vertical grille, designed to give them a more conventional appearance. Today, the '34 is especially prized for its resemblance to the famed streamlined train, the Burlington Zephyr. Both the Airflow and the Zephyr were modern art sensations at the 1934 Chicago World's Fair.

All Airflows were closed models, and their interiors were also unlike anything else on the road. Inspired by aircrafts of the time, the Airflow's seats featured exposed chromed tubular frames. The cloth upholstery had leather accents and piping. For the money, buyers of the first DeSotos received a car with a 100-horsepower inline six-cylinder engine and standard features that were either extra-cost options or not even available on other mid-priced cars. Such DeSoto features included Lockheed hydraulic brakes, ignition lock, full instrumentation, brake lamp, steering-hub controls for the headlamps, automatic windshield wiper, and an oil filter (indeed, an oil filter was often an option on some automobiles into the 1950s). Most Airflows were four-door sedans, although there was a coupe model sold in limited numbers. Underappreciated in its day, collectors have now begun to recognize the Airflow as a significant high-water mark in American car design and engineering.

While the American market saw two different models, Chrysler's Canadian operation in Windsor, Ontario, took a different approach for the airflow. For Canadian buyers, the company produced the Model CY Airflow, combining the smaller DeSoto SE platform and mechanical components with Chrysler-specific styling. This created a distinctive automobile that carried the Chrysler name while offering the smaller dimensions and six-cylinder powerplant of the DeSoto.

One of those rare Canadian CY built Airflows, is this first year production example. It is 1 of approximately 445 built and one of very few known to still exist today. Wearing an older comprehensive restoration, the bronze paint and exterior shows signs of mellowing, while the unique aircraft inspired cabin has been well cared for.

Unlike the standard Chrysler Airflow, this Canadian CY features bodywork derived from the DeSoto SE, incorporating a distinctive combination of styling elements from both manufacturers. Its exterior features a Chrysler-style front grille, single-year three-bar bumper design, and Chrysler badging, while retaining the DeSoto's headlight arrangement, horn grilles, and cooling louvers, with Chrysler instrumentation and dashboard styling completing this unique configuration.

Power comes from Chrysler's straight-six engine and is backed by a three-speed manual transmission. A rare survivor of Chrysler's Canadian production, this 1934 CY Airflow stands as a fascinating reminder of one of the most ambitious and forward-thinking chapters in American automotive history.







OFFERED WITHOUT RESERVE

Lot 27

VIN: VF7Y4WH0000WH0894

This lot is available for online bidding at **KruseAuctions.com**

- One of only a few examples believed to be imported to the U.S.
- Imported to the United States in the summer of 2023
- Its signature Hydractive hydropneumatic self-leveling suspension is in working order
- One of the more distinctive European luxury automobiles of the 1990s





1998 Citroën XM Exclusive

Long celebrated for its unconventional engineering and forward-thinking designs, French manufacturer Citroën has consistently challenged traditional automotive standards. Founded by André Citroën in 1919, the company established a reputation for innovation with automobiles such as the revolutionary Traction Avant and the futuristic DS. Continuing this tradition, Citroën unveiled the XM in 1989 as the successor to the aging CX, introducing a new flagship luxury automobile that combined advanced technology with distinctive French styling. Designed by Italian coachbuilder Bertone, the XM featured sharp, angular bodywork, an aerodynamic silhouette, and a spacious five-door hatchback configuration. Among its most notable innovations was Citroën's electronically controlled Hydractive hydropneumatic suspension, which automatically adjusted its characteristics to provide exceptional ride comfort without sacrificing handling. Named European Car of the Year in 1990, the XM remained in production until 2000, becoming one of the final expressions of Citroën's famously unconventional approach to luxury motoring.

Representing the more luxurious end of the XM lineup, this 1998 Citroën XM Exclusive is a desirable left-hand-drive example finished in attractive blue over a beige leather interior. Powered by a 2.9-litre DOHC V-6 engine producing approximately 191 horsepower and 197 lb-ft of torque, power is delivered to the front wheels through a four-speed automatic transmission. Exterior appointments include a power sunroof, fog lights, rear hatch spoiler, rear window wiper, and aftermarket 16-inch alloy wheels. Inside, occupants are treated to comfortable leather seating, automatic climate control, woodgrain door trim, and a Blaupunkt stereo system connected to upgraded front speakers.

Adding to its interesting history, this XM reportedly spent more than two decades in Japan before being imported into the United States in July 2023 and is believed to be one of only a few examples to reside in the United States. Having traveled approximately 80,000 kilometres, equivalent to just under 50,000 miles, before being acquired by the Tucson Auto Museum in 2023 mechanical work included replacement of the starter motor and relay, front strut mounts, and front hydraulic accumulators. Various sections of the low-pressure hydraulic lines were also replaced, while additional maintenance included an engine oil change and the application of protective undercoating to the underside. The alloy wheels were additionally fitted with Summit Ultramax all-season tires. In the fall of 2026, the signature Hydractive hydropneumatic suspension was tested and proved to be in working order, going up and down when engaged.

With Citroën's longstanding absence from the American marketplace, the XM remains an uncommon sight on American roads, particularly in this well-appointed Exclusive specification. Combining advanced French engineering, unmistakable Bertone styling, and an intriguing international history, this 1998 Citroën XM Exclusive presents an appealing opportunity to acquire one of the more distinctive European luxury automobiles of the 1990s.

OFFERED WITHOUT RESERVE

Lot 28

VIN: 905935

This lot is available for online bidding at **KruseAuctions.com**



1937 Packard Twelve 1507 Formal Sedan

- **Purchased new by famed actor and comedian Jack Benny**
- **Spectacular, comprehensive and well-maintained older restoration by Hill & Vaughn in Santa Monica, California**
- **Ordered new through Earle C. Anthony's Los Angeles dealership**
- **Packard's mighty Twelve-cylinder engine and attractive closed coachwork**

1937 was a key year for the Packard Automobile Company. Even with the Great Depression wreaking its havoc on the financials of the world, Packard was still producing beautifully built vehicles, and many would say their best in '37. One of those saying just that was the famed Hollywood actor and comedian, Benjamin Kubelsky, better known as Jack Benny, when the cameras were rolling. On television, Jack was often seen riding in a Maxwell driven by his chauffeur, Eddie 'Rochester' Anderson, but off the set, Jack Benny was a true gentleman, as he was a Packard man.

Ordered new through the famed Earle C. Anthony Packard showroom in downtown Los Angeles, Benny took ownership of this 1937 Packard Model 1507 Formal Sedan in the latter part of the year. Earle C. Anthony's showroom was the go-to store for Hollywood stars to purchase their vehicles at the time, and Benny decided to special order his with a Packard-made body, rather than a coach-built special, along with dual side mounts and whitewall tires. It is reported that Benny enjoyed this Packard for quite some time, driving to and from his TV sets, but the ownership between Benny and the next known owner, noted car collector Dale Fowler, of Massachusetts, is not fully known. In a conversation with former Harrah's employees, they recalled to Dale that Benny had traded this Packard in for a 1949 Buick. Though this cannot be 100 percent confirmed, what can be confirmed is before Dale acquired this Packard in the late 1980s, it had been restored a year prior by Hill & Vaughn, noted collector car restorers based in Santa Monica, California.

In an interview with Hemmings Magazine, Fowler praised this Packard, "This is a fabulous automobile to drive, and I've driven it around 5,000 miles in the time I've owned it. I've driven it to northern Michigan, around Lake Superior and Mackinac Island, and to Acadia Park in Maine. I feel that 1937 is as good of a year as Packard built." Though it was one of Fowler's favorite Packards, he would sell it to the Maine Classic Car Museum where it would be proudly displayed among an abundance of other historically important automobiles. From there it was acquired by the Tucson Automotive Museum in 2022, once again displayed among other important automobiles.

Still wearing its one and only restoration, this star famous Packard presents quite well today. Having been ordered by one of the biggest stars of the time, it comes as no surprise that it is well-optioned inside and out. Those options include Trippe safety lights, a Packard Deluxe heater and radio which can be controlled by the rear passengers, a roll-up divider window and jump seats. Along with its mostly known ownership history, this mighty Packard Twelve carries a CCCA Senior First Prize award. The next owner will also be presented with a photocopy of Mr. Benny with this Packard and various registration forms from previous ownership.

Often regarded as the pinnacle of Packard styling and engineering, the 1937 models are highly praised for their usability including upgraded suspension and braking systems and their early '30s design cues. Originally ordered through one of the most famous Packard dealerships in the country by a man that entertained millions on the radio and television, this 1937 Packard Model 1507 Formal Sedan, with its exceptional Hill & Vaughn restoration, is one that can be enjoyed on the road or on the show field.








No
Boating
Swimming
Fishing
Mac's
NEW ZEALAND
kiwi
NEW ZEALAND
kiwi
X82-13
7375
FL
22556
NAMIBIA
83-920
MAINE
FUJ 162
64-983
FAA712
A-40855

OFFERED WITHOUT RESERVE

Lot 29

VIN: 396877M617082

This lot is available for online bidding at **KruseAuctions.com**



1967 Oldsmobile 'Mannix' Toronado

- Driven by Mike Connors in the 1960s hit TV show *Mannix*
- Crafted by the legendary builder and customizer, George Barris
- Known ownership history since new
- Remarkably preserved in original, unrestored condition

Crime, drama, and cars have always gone hand-in-hand, at least as far as Hollywood is concerned. Whether it was Tom Selleck pounding the pavement in his Ferrari 308 GTB/GTS as "Magnum PI" or Bruce Wayne driving the Batmobile, the secret to success for a Hollywood crime drama was a good detective and a great car. Such was the case in 1967 when Desilu productions cast Mike Connors as "Joe Mannix," a hardnosed detective who worked for a detective agency called Intertech; a company that employed the use of a new thing called a computer to help solve crimes. The show got off to a rocky start, but Desilu's owner Lucille Ball thought the show had potential. She took out the computers and Mannix's mundane Mercury Comet and then put him behind the wheel of an Oldsmobile Toronado customized by George Barris. With the computers gone and Mannix now behind the wheel of a flashy roadster, the stage was now set for eight successful seasons as millions of Americans tuned in every week to watch the crime fighting antics of one of television's most successful crime shows.

Offered here is the very same Oldsmobile Toronado that Mike Connors drove in the hit show *Mannix*. Considered by many to be one of Barris' finest work, it set the pace for success of the show. Barris was hired to create the Mannix Roadster in 1967 when he took delivery of a brand-new Oldsmobile Toronado. Introduced by General Motors for the 1966 model year, the Toronado was aimed squarely at the Buick Riviera and Ford Thunderbird as a personal luxury car but used a unique front-wheel drive platform. Barris went to work by cutting the roof off and then replacing the back seat with a custom-made tonneau cover that turned the Toronado into a two-seater roadster. The car's structural integrity was maintained by constructing a huge X-frame at the center of the chassis. Barris then restyled the grille and extended the front fenders. The design was so appealing that General Motors used it on later model Toronados. A fully customized interior followed, complete with a rotary telephone and secret hidden gun compartment. Mannix first drove the roadster in silver with a black lower beltline and sealed beam headlights. It was then returned to Barris who updated the roadster by changing the headlights to Euro style halogen inserts. He also changed the lower beltline of the car to maroon where it successfully carried *Mannix* to the conclusion of the first season.

In 1968, for the second season, Mannix drove a Dodge Dart and the Oldsmobile Toronado Roadster was sold to amusement park developer Charlie Woods who owned the famous Gaslight Village and Amusement Park in Lake George, New York. Woods had an impressive car museum where the *Mannix* car sat alongside the likes of the Greta Garbo Duesenberg, Chitty Chitty Bang Bang, and a number of other Barris customs including the Munster Coach, the Little Red Wrecker, and Bob Hope's golf cart. When the museum closed the Mannix Roadster was sold off and went into a private collection in Bristol, Tennessee where it joined several other Barris cars including the 1928 Porter touring car from the show "My Mother the Car" and the "Rickshaw Taxi" that Barris built for the 1970 World's Fair in Tokyo, Japan. The *Mannix* Roadster was also featured on the cover of Barris' book "Cars of the Stars." In the present day, the *Mannix*







Roadster is in the exact same original condition that it was when it left the show in 1968. All upholstery, mechanicals, and even the tires are just as they were when the Oldsmobile was driven off the set. Most impressive is that it still has its rotary dial phone.

After residing within a private East Coast collection for a number of years, it was acquired by the Tucson Auto Museum in August of 2019, where it has been a prized example within the collection's unique Hollywood and movie star cars.

The chance to own this iconic car is perhaps just as rare as the car itself. The *Mannix* Roadster is a movie star, it is a George Barris custom, its ownership chain is unbroken, and it is authentic right down to the tires. Its crime fighting days may be over, but this Roadster lives on as a Hollywood icon from the days of a crime fighting detective named Joe Mannix.





OFFERED WITHOUT RESERVE

Lot 30

VIN: 48KK0M002

This lot is available for online bidding at **KruseAuctions.com**



1948 Kurtis-Omohundro Comet

- Widely considered to be the first post-war American sports car
- One of just two examples to have been built
- Painstakingly researched and restored to concours standards
- Shown at the 2023 Pebble Beach Concours d'Elegance
- Featured in various period publications such as *Road & Track* in 1949, *Autocar*, and *Popular Mechanics* in 1949
- A rare opportunity to debut a historically significant automobile at a myriad of noted and prestigious concours that span across the globe

Well accounted for since its conception, this 1948 Kurtis-Omohundro Comet is a historically significant automobile that is widely considered to be the first post-war American sports car built. Among the most influential figures in American motorsports, Frank Kurtis established himself as a gifted automobile designer and engineer, founding Kurtis-Kraft in 1938. Specializing in midget racers and Indianapolis competition cars, his innovative designs would eventually dominate American racing throughout the 1940s and 1950s. Beyond the racetrack, Kurtis envisioned a distinctly American sports car that combined attractive styling with lightweight construction and impressive performance.

Sharing this ambition was California industrialist Paul Omohundro, whose company, Comet Industries, specialized in metal fabrication and drop-hammer forming. The two men developed a close professional relationship, with Omohundro's company supplying aluminum bodies for Kurtis-Kraft racing machines. Drawing upon their combined expertise, the pair turned their attention toward creating a handcrafted sports car, utilizing a design Kurtis had originally developed in 1940. Kurtis provided the automotive design, while Omohundro oversaw construction of the distinctive aluminum coachwork. Their collaboration resulted in two remarkable automobiles, the 1947 and 1948 Kurtis-Omohundro Comets, each requiring approximately one year to complete.

The second of just two built, this 1948 Kurtis-Omohundro Comet debuted in metallic blue and was built on a modified Mercury chassis with a 346-cubic-inch Cadillac V-8 engine and Hydra-Matic automatic transmission. It featured a larger cockpit, more stylish grille and windscreen, and a slightly longer wheelbase than its singular predecessor. Once finished, Paul Omohundro retained ownership of this Comet.

Soon after being built, its first of many printed appearances would be October 15, 1948, in the *Herald Enterprise Newspaper* in Bellflower, California, which showcased a photo of Paul with his car and an article about it. Its next appearance would be on a full-page spread in the February 1949 issue of *Road & Track*, which was just their fifth-ever issue. It next appeared in the December 1949 issue of *Popular Mechanics* in an article titled, "New Breed of Sports Cars.", Britain's *Autocar* magazine, *Motor Trend* in 1950, and was featured in the 1951 book, *Trend Book 101: Custom Cars*.

Just three years after debuting America's first sports car, Paul Omohundro decided to sell his Kurtis. In 1951, it was acquired by Jim Neidy of Detroit, Michigan, who became the second owner. Subsequently, Jim sold this example to Sam Cornell of Michigan, who also owned the 1947 Kurtis-Omohundro Comet, bringing both cars together. In 1959, Sam sold both Comets, with this Kurtis being tucked away in storage for the next 50-plus years.

The cars were split apart until 2009 when they were both acquired and reunited under the ownership of Geoff Hacker of Undiscovered Classics, a collector of rare and unique American-built sports cars.

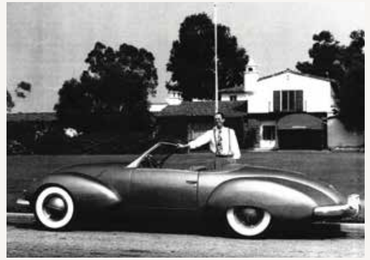







No
Boating
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NEW ZEALAND
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X 02-13
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Geoff and his team have deeply researched, hunted and located, and restored countless hand-built American sports cars and have been seen and featured in various articles and publications around the world. This would lead to the Tucson Auto Museum acquiring this rare sports car, where the decision was made to commence a multi-year concours-level restoration.

Overseen by Vintage Motors of Sarasota and documented by photos throughout the restoration process, Sciortino Customs Classic Car Restoration in Las Vegas was entrusted with the body preservation and paint work, of which 95 percent of the original aluminum body was preserved, putting over 700 hours into the meticulous process. The chassis and mechanical restoration were carried out by Vintage Motors of Sarasota. A truly stunning and correct outcome, the sporty body was finished in its shade of metallic blue, which perfectly highlights the elegant lines and contours of the body. The interior was inlaid with new leather, while the incredible pressed aluminum door panels were beautifully brought to life.

Making its public debut, this sports car was shown at the 2023 Pebble Beach Concours d'Elegance in the American Dream Cars of the 1950s class alongside eight other entrants. At this time, this Comet also successfully partook in the 70-mile Pebble Beach Tour d'Elegance presented by Rolex. Outside of its showing at the Pebble Beach Concours, this example has yet to be shown at any other concours event, resulting in a rare opportunity for its next caretaker to debut this Kurtis-Omohundro Comet at an array of globally recognized events.

Well-documented, this Kurtis is accompanied by a binder filled with documents and photos, as well as various copies of the news articles and publications this Comet was featured in during its early life. To celebrate its importance even more, a limited run of just 250 1:43 models of this car was crafted by Esval Models.

As one of just two examples ever constructed, this beautifully restored Kurtis-Omohundro Comet represents an important chapter in American automotive history; it is noted as being the first American sports car of the post-war era, predating the Chevrolet Corvette and Kaiser Darrin by several years. With its fascinating history, extensive documentation, and limited concours appearances, it presents a rare opportunity for its next caretaker to preserve and showcase one of the earliest and most historically significant American sports cars of the post-war era.



OFFERED WITHOUT RESERVE

Lot 31

VIN: 02256492

This lot is available for online bidding at **KruseAuctions.com**

- A rare German built microcar
- Well presented with a sympathetic restoration
- Exported to the United States in 2001
- First model year of production under BMW ownership





Lot 32

VIN: A191636A

This lot is available for online bidding at **KruseAuctions.com**

OFFERED WITHOUT RESERVE

- An automobile that helped transform and shape the automotive industry
- Finished in classic Ford colors with wire spoke wheels
- Ford flying quail radiator cap and dual side-mounted spares

1966 Goggomobil TS250

The story of the Goggomobil began not with automobiles, but with agricultural machinery. Founded in Bavaria in 1883, the company that became Hans Glas GmbH spent decades manufacturing farm equipment before entering the motorized-vehicle market with the Goggo scooter in 1951. Recognizing the growing demand for inexpensive transportation in post-war Germany, Glas began developing a small automobile intended to provide the affordability of a motorcycle with greater comfort and practicality. The resulting Goggomobil entered production in Dingolfing in 1955 and became one of Germany's most successful microcars.

The more stylish TS Coupe joined the lineup in 1957, complementing the T sedan and TL commercial models. Offered with 250-, 300-, and 400cc engines, the diminutive coupe gave economical motoring a surprisingly sporting appearance. The 1966 TS-250 utilized a rear-mounted 250cc, air-cooled two-stroke engine producing approximately 13.6 horsepower, paired with a four-speed manual gearbox. That same year, Glas was acquired by BMW, although Goggomobil production continued until 1969.

A seldom seen example on U.S. shores, this 1966 TS-250 was delivered new on July 2, 1966, in the town of Moers in Western Germany near Dusseldorf, where it would reside for the majority of its life before being imported to California, United States in 2001. Well cared for throughout its life, it was reportedly displayed at the 2008 Palo Alto Concours d'Elegance. Documented by an array of invoices and photos, a series of sympathetic restoration work was carried out in 2013 and then in 2015 this TS-250 was acquired by the Tucson Auto Museum.

The light grey paint presents well with its white hardtop, wide whitewall tires, windshield sun visor, and chrome rear mounted luggage rack. Inside, the minimal cabin is inlaid with eye-catching red upholstery with white piping. Power comes from a 250cc two-cylinder engine that is backed by a four-speed manual gearbox.

Rarely encountered on American roads or shows, this well-documented from new Goggomobil TS-250 offers a charming glimpse into post-war German motoring and is certain to bring a smile wherever its small, but mighty proportions take it.

1929 Ford Model A Phaeton

Few automobiles have played a greater role in shaping American motoring than the Ford Model A. Arriving in December 1927 as the long-awaited successor to the legendary Model T, the Model A represented a new chapter for the Ford Motor Company. Under the direction of Henry Ford and his son Edsel, the new model combined improved engineering, modern styling, and greater comfort while remaining affordable to the average American family. Its arrival helped transform public expectations of what an economical automobile could offer.

Among the various body styles available, the four-door Phaeton offered the pleasures of open-air motoring with seating for the entire family. The 1929 model featured a folding convertible top, removable side curtains, and attractive styling that reflected the growing sophistication of American automobiles. Powered by a dependable four-cylinder engine, the Model A also featured a conventional three-speed sliding-gear transmission and four-wheel mechanical brakes, significant improvements over its predecessor.

By the time production ended in 1932, nearly five million Model As had been manufactured worldwide, further expanding automobile ownership and strengthening Ford's global influence. Today, the 1929 Ford Model A Phaeton remains a charming reminder of an era when affordable transportation was helping reshape American life and the open road promised endless possibilities.

Before entering the Tucson Auto Museum collection, this 1929 Ford Model A Phaeton was enjoyed by a local Arizona couple for a number of years. The body is finished in Ford Andalusite Blue while the fenders are finished in a black paint. Riding on a set black wire spoke wheels wrapped in thin whitewall tires, a matching set are mounted on the sides, adding to its sporty look. Other features include, a somewhat rare, Ford Flying Quail radiator cap, a single windshield wiper, a passenger side wind wing, and a rear mounted luggage rack.

A fine example of the automobile that helped reshape not just the automotive world, but society as a whole by continuing to put the masses on wheels, this Model A Phaeton offers a charming glimpse into the formative years of American motoring, when the freedom of the open road was becoming a reality for millions.

OFFERED WITHOUT RESERVE

Lot 33

VIN: 602501

This lot is available for online bidding at **KruseAuctions.com**

- Attractive light green metallic over a dark green interior
- Rear-mounted water-cooled engine
- Charming Italian-influenced styling and unmistakable French character





1960 Renault Caravelle Convertible

During the late 1950s, Renault sought to expand its presence in the growing American automobile market with a stylish, affordable convertible that would appeal to motorists seeking European flair. The result was the Renault Floride, unveiled at the 1958 Paris Motor Show and marketed in North America under the Caravelle name. Styled by the renowned Italian design house Carrozzeria Ghia, with significant contributions from Pietro Frua, the new model combined attractive European coachwork with the proven mechanical underpinnings of the Renault Dauphine. Its graceful body lines, distinctive rear fender treatment, and compact proportions gave the Caravelle an appearance that rivaled considerably more expensive European sports cars. Offered in both convertible and coupe configurations, the model became an appealing alternative for those seeking economical open-air motoring with a touch of French sophistication.

A charming example of Renault's early venture into the American convertible market, this 1960 Renault Caravelle is finished in an attractive shade of light green metallic complemented by a dark green interior. Believed to have spent much of its life in California, this example retains a largely stock configuration. A black folding soft top provides an option for weather protection. The exterior received a repaint under previous ownership, while the white-painted wheels, polished hubcaps, and bright chrome trim complement its period appearance.

Under previous ownership before the Tucson Auto Museum, this Caravelle reportedly benefited from an extensive round of mechanical attention, including a rebuilt engine and the installation of a new clutch, pressure plate, shift linkage, brakes, rear springs, shock absorbers, battery, and windshield wiper motor. Additional improvements included re-chroming the front and rear bumpers, fitting new bumperettes, rebuilding the rack-and-pinion steering system, reconditioning the carburetor, and installing a new oil pump and rebuilt generator.

Power is supplied by a rear-mounted, water-cooled 845cc four-cylinder engine, originally rated at approximately 40 horsepower, paired with a four-speed manual gearbox. Inside, the dark green cabin features a simple yet attractive dashboard with Jaeger instrumentation, a two-spoke steering wheel, and auxiliary gauges mounted beneath the dash. A folding rear seat cushion provides additional luggage space when needed, adding a degree of practicality to this compact French convertible.

With its charming Italian-influenced styling and unmistakable French character, this 1960 Renault Caravelle offers a delightful reminder of an era when motoring was as much about enjoying the journey as reaching the destination.

OFFERED WITHOUT RESERVE

Lot 34

VIN: 76316

This lot is available for online bidding at **KruseAuctions.com**

- Unique see-through “bubble top”
- Fascinating three-wheeled microcar
- Nicely restored and finished in a lovely red
- One of the most recognizable microcars produced





1961 Messerschmitt KR200

The Messerschmitt KR200 emerged during an era when post-war Europe desperately needed affordable and economical transportation. With Germany still recovering from the devastation of World War II, aircraft engineer Fritz Fend developed an unusual three-wheeled microcar that offered motorists an inexpensive alternative to conventional automobiles. Unable to manufacture aircraft following the war, Messerschmitt turned to producing these innovative vehicles, introducing the KR175 in 1953 before unveiling the improved KR200 in 1955.

Nicknamed the Kabinenroller, or “cabin scooter,” the KR200 featured tandem seating beneath a distinctive aircraft-inspired bubble canopy, reflecting Messerschmitt’s aviation heritage. Powered by a 191cc two-stroke engine, the lightweight machine offered remarkable fuel economy while remaining surprisingly capable on European roads. Its unconventional design and accessible price made it a popular choice during Germany’s economic recovery. Although production ended in 1964, the KR200 remains one of the most recognizable microcars ever produced, representing an ingenious chapter in post-war automotive history.

This Messerschmitt KR200 is the recipient of a complete restoration and is finished in a lovely red shade. The unique layout features three wheels, a rear mounted luggage rack, headlights, dual sideview mirrors, a windshield wiper, and its hinged see-through “bubble top.” Power is achieved from a single-cylinder engine that produces 10 horsepower and is backed by a four-speed manual gearbox. In 2015, the Tucson Auto Museum acquired this lovely example from Hendrick Performance.

With three wheels, room for two, and a bubble top straight out of the Jet Age, this little Messerschmitt is proof that some of the biggest personalities in motoring come in the smallest packages.

OFFERED WITHOUT RESERVE

Lot 35

VIN: 800573

This lot is available for online bidding at **KruseAuctions.com**



1949 Delahaye 135MS Coupe

- One of only three examples produced
- Restoration by noted Delahaye expert Jean-Luc Bonnefoy
- Desirable “MS” configuration, equipped with triple carburetors
- Featured at the 1950 Geneva Motor Show
- Eligible and ready for concours events and tours around the globe

The apex of French automobiles, Delahaye delivers undeniable allure, bespoke styling, a formidable history of pedigree and racing, as well as scarcity. Every true Delahaye is a survivor to treasure. This particular 1949 Delahaye 135MS Coupé, bodied by Carrosserie Ghia-Aigle, is one of only three produced. Chassis 800573 captures post-war Delahaye at its most modern, along with all the glamour Delahaye entails. Restored by definitive Delahaye expert, Jean-Luc Bonnefoy, it is MS-equipped with upgraded triple Solex carburetors, an additional 15 horsepower, and retains its matching chassis and engine numbers. This rare and singular Delahaye is the complete package for tours, concours and fanfare across the globe.

Unequaled in luxury with an enduring legacy that never dims, Delahaye pushed the envelope of innovation and cemented the art form of the automobile. A name synonymous with both luxury and racing, Delahaye enchanted the world with their Type 135 until war descended on France.

Following WWII, the 135M was equipped with a wider chassis that improved handling. The overhead valve six-cylinder engine was more powerful and offered even greater horsepower for the 135MS, which breathes through triple Solex carburetors. Unfortunately, France’s finest luxury marque was not to last, and it folded in 1954. During the post-war Type 135’s reign, from 1945 to 1952, a mere 1,155 examples would be produced. Of that number, only three were bodied by Carrosserie Ghia-Aigle; this is the story of one of those three exceedingly rare automobiles.

Carrosserie Ghia-Aigle was in the right place at the right time and had the coachbuilding skill to deliver on a unique opportunity. Turin-based Carrosserie Ghia was in a tenuous position following the war, bombing leveled their factory, and the famous Italian firm wasn’t yet the Phoenix that would inevitably rise from the ashes. Ghia would soon partner with Chrysler for the inimitable Dual-Ghia, but in the meantime, they partnered with a talented shop in Aigle Switzerland to conduct their coachwork designs in 1949. This particular car represents a rare collaboration of Ghia-Aigle and Delahaye. With only three bodies handcrafted for the marque, this 1949 Delahaye MS Coupé is an evocative hallmark from their first year of business with Ghia. It represents the style and energy of a new era in automobile design. A captivatingly modern style with fully enveloped fender spats that raise and lower with levers to facilitate tire change, this post-war Delahaye has an inimitable look that is truly striking.

Chassis 800573 was produced in the ultimate MS configuration in June 1949 and boasted a 3.6-litre straight-six engine, mated to Solex triple carburetors shifting through a Cotal-Maag electromagnetic gearbox, equipped with four forward and four reverse gears. Featured in France’s Auto Passion Magazine in April 1992, it was revealed that this car made its debut at the 1950 Geneva Motor Show. Ownership history began June 16, 1950, with Zurich’s Automobilwerke Franz AG company. This Delahaye would remain in Swiss and French hands through its world-class restoration until it was procured by an Austrian collector in 2012 after Essen’s Techno Classica exhibition. It remained in Europe until 2019 and was then subsequently imported to the United States and then acquired by the Tucson Auto Museum a few








No
Boating
Swimming
Fishing
DINER
Al Mac's
NEW ZEALAND
Kiwi
NEW ZEALAND
Kiwi
X82-15
7375
FL
22556
NAMIBIA
64 983
FAA712
A-40855
A-40985







short years later. Having not been displayed at judged events since, it offers a compelling opportunity for its next caretaker.

Entrusted to the ultimate Delahaye restoration specialist, Jean-Luc Bonnefoy, the car was faithfully restored in 1990 to the absolute highest standards. The space-age body was carefully finished and what lurks below is equally impressive including the original inline-six engine sporting matching blue accents to the beautifully polished alloy. Bonnefoy employed period-correct wiring, plumbing and the Cotal gearbox, as equipped originally, was primed for effortless continental touring. The interior was expertly conducted by M. Pardini et Fils of Boulogne and captures the true grandeur of Delahaye. Its current condition confirms the pinnacle of restoration craftsmanship with just the perfect touch of patina.

Chassis 800573, true to Delahaye's exotic color schemes, is robed in stunning Aubergine with gleaming brightwork inlaid with electric blue accents over the mid-century modern style and daring fender spats. The spectacular cabin reveals even greater magic inside where vintage Butterscotch leather is trimmed with blue piping offset by magnificent dash work of burl walnut, electric blue accents, Bakelite and delicious chrome work. A 1950 Geneva Motor Show feature with matching numbers and a thorough restoration by the world's greatest Delahaye tactician, Jean-Luc Bonnefoy, Chassis 800573 carries serious pedigree. Equipped with its desirable and original 135MS configuration, it is everything one could hope for in a coachbuilt Delahaye. Truly a world-class automobile, it is one of only three bodies crafted by Carrosserie Ghia-Aigle, which ensures that this automobile will stand apart from its collector car brethren and will garner great fanfare on any concours green or tour, or wherever its new owner chooses to take it.



OFFERED WITHOUT RESERVE

Lot 36

VIN: 570183

This lot is available for online bidding at **KruseAuctions.com**

- An icon in automotive history
- Benefiting from a frame-up restoration
- Features a fun, sliding sunroof for favorable weather
- One of the most successful single-cylinder cars in history





Lot 37

Sold on Bill of Sale

This lot is available for online bidding at **KruseAuctions.com**

OFFERED WITHOUT RESERVE

- Used in the 2000 hit movie, *Charlie's Angels*
- 1 of just 4 produced for the movie with on-screen use
- Chevrolet ZZ-4 350 cubic-inch V-8 engine
- Built on a tubular chassis, four-wheel disc brakes, and fire spray system

1957 BMW Isetta 300

After the end of World War II, Germany found itself in a major economic crisis that touched on all areas of life. No company was safe, not even the automotive giant, BMW. The wrath of the economic downturn carried into the 1950s and BMW found themselves on the brink of bankruptcy. At the time, BMW was known for their motorcycles, rather than their vehicles. BMW's luxury offerings at this time were the 503 and 507 models, but they were so expensive to produce, that BMW was actually losing money on each sale just trying to move inventory. They knew something had to change, or else it would be the end.

BMW's answer would come in 1954, in a very unlikely form. While attending the popular Turin Car Show, the higher-ups at BMW came across the Rivolta booth, which was an Italian maker of refrigerators and microcars, which they called the Iso Isetta. At the booth, stood a car that sported a huge front door, which looked very similar to the doors on the refrigerators they sold. BMW knew they needed a new vehicle that did not require a lot of development costs, so they acquired the licensing rights for the Isetta, as well as all the production equipment. After refining the motor and chassis, production would take off in 1955, and sales would follow shortly after. Labeled as a 250, the first version carried a 250cc engine that produced 12 horsepower. As sales grew, the car begin to be known as the "bubble car," and BMW decided to put out a new version of it in 1956. Designated the Isetta 300, it was designed with a 300cc engine that produced 13 horsepower and was able to reach speeds up to 53 miles per hour and have a fuel range of 78 miles per gallon. Weighing in at 770 pounds and measuring 7.5 feet in length, the Isetta was more maneuverable than almost any other vehicle and was favored within major cities.

The recipient of a complete photo documented frame-up restoration, this little Isetta 300 is finished in the iconic and stylish colors of red and white. Well dressed, it features a slide back "rag top" roof for open air-enjoyment, a rear mounted luggage rack, and small storage shelf behind the bench seat.

Acquired by the Tucson Auto Museum in 2015, it has been admired since. Among the most successful single-cylinder automobiles ever produced, this well-restored Isetta 300 is a delightful little reminder of the car that played an important role in BMW's survival.

2000 Tri-C Engineering 'Charlie's Angels' Movie Race Car

Few television programs captured the excitement and glamour of the 1970s quite like *Charlie's Angels*. Premiering on ABC in September 1976, the action-packed crime drama followed three talented female private investigators working for the mysterious Charles Townsend, whose identity remained concealed as he directed their assignments through a speakerphone. Starring Farrah Fawcett, Kate Jackson, and Jaclyn Smith, the series quickly became a cultural phenomenon, combining suspense, adventure, and fashionable appeal. Running for five seasons until 1981, *Charlie's Angels* established a lasting legacy in American popular culture.

Nearly two decades after the original series concluded, Hollywood revived the franchise for the big screen with the release of *Charlie's Angels* in November 2000. Directed by McG, the film starred Cameron Diaz, Drew Barrymore, and Lucy Liu as a new generation of Angels, alongside Bill Murray as their trusted assistant, Bosley. Featuring elaborate action sequences, high-speed pursuits, and an assortment of memorable automobiles, the film brought a modern interpretation of the beloved television series to audiences worldwide. A commercial success, grossing more than $264 million worldwide, the film further cemented the franchise's popularity and led to the release of a sequel, *Charlie's Angels: Full Throttle*, in 2003.

Used in the 2000 hit movie, *Charlie's Angels*, this Tri-C Engineering race car is one of just four examples produced for the movie with on-screen use. In one of the film's most memorable action sequences, Natalie Cook (Cameron Diaz) pursues the mysterious Thin Man (Crispin Glover), who is driving an Indy-style race car bearing the Red Star Industries livery, during a racing event organized by businessman Roger Corwin (Tim Curry) at California Speedway. Their high-speed pursuit soon spills onto public roads, culminating in a dramatic confrontation on a suspension bridge that sends the Thin Man's race car plunging into the water below.

Built on a tubular chassis with four-wheel disc brakes and a fire spray system, this Red Star race car was equipped with a Chevrolet ZZ-4 350-cubic-inch V-8 engine. The engine and transmission are currently out of the vehicle but will accompany the sale. The engine is on a rolling engine display.

While the Angels may have saved the day in the end, this rare piece of Hollywood history offers its next owner the chance to take home a memorable piece of movie magic without having to outrun Cameron Diaz.

OFFERED WITHOUT RESERVE

Lot 38

VIN: 4374339

This lot is available for online bidding at **KruseAuctions.com**



1966 Citroën DS21 Convertible Conversion

- Chapron-style convertible conversion
- A thoughtful and comprehensive luxury French build
- Finished in elegant colors with a plush interior
- Often regarded as one of the most comfortable automobiles built

Founded in 1919 by visionary French industrialist André Citroën, the Citroën automobile company quickly established a reputation for engineering innovation, unconventional styling, and forward-thinking design. Drawing inspiration from American mass-production techniques, Citroën sought to manufacture affordable, reliable automobiles for the growing European motoring public. Its earliest offering, the Type A, became France's first mass-produced automobile, laying the foundation for a company that would repeatedly challenge conventional automotive engineering.

Throughout the 1920s and 1930s, Citroën continued expanding its lineup while pursuing increasingly ambitious technological advancements. The arrival of the Traction Avant in 1934 marked a significant turning point, combining front-wheel drive, unitized body construction, and independent front suspension in a revolutionary passenger car. Following World War II, Citroën further broadened its appeal with the economical 2CV, unveiled in 1948, which offered practical transportation to millions of motorists.

Perhaps the company's greatest achievement arrived at the 1955 Paris Motor Show with the unveiling of the extraordinary DS. Featuring futuristic styling by Flaminio Bertoni, advanced hydropneumatic suspension, and innovative hydraulic systems, the DS represented a dramatic departure from traditional automobile design. Its remarkable ride quality, aerodynamic bodywork, and sophisticated engineering established it among Europe's most distinctive luxury automobiles. The more economical ID followed in 1957, while continued development brought improved engines and refinements throughout the 1960s.

Among the most distinguished interpretations of the DS were the elegant convertibles crafted by celebrated French coachbuilder Henri Chapron. Having established his coachbuilding firm in 1919, Chapron began transforming DS sedans into open automobiles in 1958. His creations attracted Citroën's attention, resulting in an official partnership and the introduction of the factory-approved DS Cabriolet in 1960. Hand-finished with luxurious interiors and gracefully proportioned bodywork, these exclusive convertibles combined Citroën's advanced engineering with traditional French coachbuilding craftsmanship. Just 1,365 factory-approved examples were produced through 1971, securing their place among the most desirable Citroëns ever built

A lovely Chapron-style décaptoable (convertible) conversion, this 1966 Citroën was thoughtfully and professionally crafted to the specifications of the factory-approved examples. The body is draped in an elegant maroon finish, the ideal color that showcases its curves and lines while sitting still or in motion. A black convertible soft top is in place, allowing for open-air enjoyment when desired. Wanting to get as close as possible to the Chapron-built examples, two jacking points can be found along both sides of the body.

Often regarded as one of the most comfortable automobiles built, the cabin features a plush interior with comfortable bench seats inlaid with tan upholstery with maroon piping. An automobile of luxury and class in its day, this example is equipped with a host of items that add to its prestige, which include a radio, power steering, and power brakes. Power is achieved through a 2,175cc four-cylinder engine that is paired with a three-speed automatic transmission.

Combining the unique engineering and comfort of the Citroën DS with the spectacular and painstaking conversion to the elegance of Chapron-inspired coachwork, this 1966 example offers a distinctive opportunity to experience the pleasures of open-air French luxury motoring.







OFFERED WITHOUT RESERVE

Lot 39

VIN: 6006009

This lot is available for online bidding at **KruseAuctions.com**



1967 Griffith Series 600

- One of a mere six of the coveted steel-bodied Series 600 models built
- One of only two Series 600 models with an automatic transmission
- Impressive 304-HP Plymouth 273-cubic-inch V-8 engine
- Authenticated and signed by Mike Mooney, former factory Griffith test driver and marque authority
- Restored by Mike Mooney's company Griffith Motorcar Co. restoration shop

Few automobiles better represent the ambitious spirit of independent sports car manufacturing during the 1960s than the Griffith Series 600. The brainchild of American entrepreneur Jack Griffith, the company first gained recognition by combining lightweight British TVR sports cars with powerful American Ford V-8 engines. The resulting Griffith 200 and 400 models offered extraordinary performance in a compact package, establishing the company as a serious contender in the growing Anglo-American sports car market. Seeking to develop a more sophisticated grand touring automobile, Griffith soon turned his attention toward Italy.

Partnering with Frank and Paula Reisner's Turin-based Intermeccanica, Griffith commissioned an entirely new sports car that would combine Italian coachwork with dependable American mechanical components. Initially designed by Robert Cumberford and subsequently refined by renowned Italian stylist Franco Scaglione, the Series 600 featured beautifully proportioned, hand-formed steel bodywork mounted on a tubular steel chassis. Making its public debut at the 1966 New York International Auto Show, the new Griffith was powered by Chrysler's 273-cubic-inch V-8 engine, paired with either a manual or automatic transmission. Unfortunately, financial difficulties soon brought Griffith production to an end in 1967.

Production figures have long been debated, with various accounts suggesting as many as ten examples were constructed. However, Paula Reisner of Intermeccanica reportedly maintained that ultimately only six bodies were delivered to Griffith Motorcars, making the Series 600 among the rarest American-Italian hybrid sports cars of its era.

One of these seldom-seen automobiles is this 1967 Griffith Series 600 Coupe, chassis 6006009, reportedly spent much of its life in California before being acquired by a subsequent caretaker in 2020. Under his ownership, this Griffith underwent an extensive refurbishment carried out by Mike Mooney, president of the Griffith Motorcar Co. restoration shop. Regarded as the authoritative historian of the Griffith marque, Mooney was one of three factory test drivers for Griffith alongside noted race car driver Mark Donohue and Len Bailey. Mooney is also responsible for publishing the marque book, The Griffith Years, where he recounted the history of Griffith and interviewed fellow workers who were part of the original historic cars.

The project included stripping the bodywork, addressing areas requiring repair, and refinishing the hand-formed steel coachwork in its current Ferrari Red. Additional attention was directed toward the interior, mechanical components, and various exterior appointments.

Inside, the cabin features black leather bucket seats with contrasting red inserts, complemented by black carpeting, door panels, and headliner. An engine-turned instrument panel houses Stewart-Warner instrumentation, while a wood-rimmed steering wheel, power windows, heater, and retro-style stereo complete the interior. Further authenticating this Series 600, a plate beneath the dashboard has the "stamp of approval" as it bears the signature of Mike Mooney. The completed automobile was also featured in a September 2022 TVR 'Griffith' club publication.







Power is supplied by a 273-cubic-inch Chrysler V-8 engine, which was rebuilt in 2022 with ported and polished cylinder heads and additional internal attention, raising the horsepower to a reported 304 horsepower. Power is delivered through a three-speed TorqueFlite automatic transmission, an uncommon and desirable configuration for the Series 600. Further equipment includes Koni shock absorbers, Wilwood four-wheel disc brakes, Torq-Thrust-style wheels, and distinctive side-exit exhaust pipes.

With just six examples to have been produced, this Griffith Series 600 stands as a remarkable testament to Jack Griffith's vision of combining Italian craftsmanship with American V-8 performance. Further distinguished by its rare mechanical combination, accurate restoration, and the personal authentication of marque authority Mike Mooney, this exceptional automobile offers a seldom-seen opportunity to acquire one of the most elusive Anglo-American-Italian steel-bodied sports cars to be built.





OFFERED WITHOUT RESERVE

Lot 40

VIN: 05534

This lot is available for online bidding at **KruseAuctions.com**





1973 Ferrari Dino 246 GTS

- Highly original with fewer than 21,000 miles from new
- Rare factory Bianco Polo over black
- Factory air-conditioning and power windows
- Timeless Pininfarina styling and Scaglietti coachwork
- Documented by a Massini Report and various ownership documents

The Dino represented an important new direction for Ferrari, bringing the company's racing-derived engineering to a smaller, more accessible mid-engine sports car. Named in honor of Enzo Ferrari's late son, Alfredo "Dino" Ferrari, the line traced its roots to Ferrari's competition V-6 engines before the Pininfarina-designed Dino 206 GT entered production in the late 1960s. Its flowing bodywork was built by Scaglietti and wrapped around a lightweight mid-engine chassis.

For 1969, the concept evolved into the Dino 246 GT, gaining a longer wheelbase and an enlarged 2.4-litre V-6. Mounted transversely behind the passenger compartment, the 65-degree V-6 produced approximately 195 horsepower and was paired with a five-speed manual transaxle. The









combination of balanced handling, responsive performance, and elegant styling helped establish the Dino as one of the defining European sports cars of its era.

Ferrari expanded the range in 1972 with the 246 GTS, adding a removable roof panel while retaining the celebrated mechanical package and distinctive Pininfarina styling. Produced through 1974, the GTS became the open-air evolution of the Dino formula and marked the final development of the celebrated 246 series.

According to the accompanying 2026 Massini Report, this Dino 246 GTS was completed at the factory on May 10, 1973, in its current and uncommon original colors of Bianco Polo over Pelle Nera Connolly. It was delivered new to official dealer Wolfgang Denzel in Vienna, Austria, despite being a left-hand-drive U.S. version with its instruments in miles. From the factory, it was equipped with desirable features such as air-conditioning and power windows.

It was later exported to the United States and purchased by Paul Nachtwey, an attorney in Boston, Massachusetts. Retained by him for a number of years, it was sold in 1990 to Isaac Karkachian, the president and sole shareholder of Century Packing Co., in Massachusetts. A man of great wealth he wanted a sports car that reflected that, opting for this Bianco Dino as a rightful choice. In 1992, Dennis Bosch of Sarasota, Florida became the new owner and kept this Dino under his care for the next 26 years, selling it in 2018. Subsequently, the Tucson Auto Museum would welcome this example into their collection in 2020, making it the sole Ferrari of the impressive museum collection.

Today, the odometer shows under 21,000 miles from new. It has always been known to be a low-mile car and the miles are believed to be actual; however, due to the age of the vehicle the title reads exempt. The timeless Pininfarina styling and Scaglietti coachwork present quite well, with only a few minor blemishes in the Bianco Polo paint. As 1 of just 681 GTS examples produced for the model year, it features a removable black targa top and is equipped with Cromodora alloy wheels. Highly original inside, the cabin features power windows, a Becker stereo system, and desirable factory air-conditioning.

Long regarded as one of the most engaging Ferrari driving experiences, the Dino provides thrilling, yet comfortable, sports touring. In 2026, the car received a basic mechanical review and was found to be in excellent working order. Recent test drives confirm the outstanding drivability of this example.

Accompanying the sale of this Dino is the aforementioned Massini Report, previous bills of sales, and various invoice records that span from 1999 to 2019. Well equipped with factory features and presented with low, well-cared-for miles, this Ferrari Dino 246 GTS would undoubtably be a treasured addition to any collection of European or sports cars.



OFFERED WITHOUT RESERVE

Lot 41

VIN: 115527

This lot is available for online bidding at **KruseAuctions.com**

- Nicely restored and finished in two-tone colors
- Desirable six-seater variant
- Regarded as one of the first mass-produced passenger vans





1963 Fiat 600 Multipla

Few automobiles better capture Italy's post-war ingenuity than the Fiat 600 Multipla, a remarkably practical vehicle that helped redefine family transportation during the 1950s and 1960s. Following the success of the Fiat 600 in 1955, the Italian manufacturer sought to expand its appeal by developing a vehicle capable of accommodating additional passengers without sacrificing the economical dimensions that had made its predecessor so popular. The result was the Fiat 600 Multipla, which debuted at the Brussels Motor Show in January 1956. Designed under the direction of Dante Giacosa, the Multipla featured an unconventional forward-control layout, placing the driver and front passenger directly above the front axle while maximizing interior space within its compact body.

Despite measuring just over 11 feet in length, the Multipla could accommodate up to six passengers across three rows of seating, an impressive achievement for its time. Its versatile interior made it particularly appealing to Italian families, taxi operators, and small businesses seeking economical transportation. The rear-mounted, water-cooled four-cylinder engine provided dependable performance, while a four-speed manual gearbox delivered power to the rear wheels. With its distinctive rounded styling, rear-hinged front doors, and exceptional practicality, the Multipla became a familiar sight throughout Italy and other European markets.

The 1963 Fiat 600 Multipla offered here, chassis number 115527, is an attractive example of this innovative Italian microcar. Finished in a handsome two-tone grey and white color scheme, it features contrasting brightwork, chrome bumpers, and a roof-mounted luggage rack that complements its charming appearance. Its distinctive front fascia, with closely positioned headlights and a compact grille, remains one of the most recognizable designs of Fiat's post-war production.

Inside, the cabin features a practical six-passenger seating arrangement, with light-colored upholstery and a simple dashboard reflecting the vehicle's utilitarian origins. Its spacious interior and clever packaging demonstrate the remarkable engineering that made the Multipla such a successful concept.

Today, the Fiat 600 Multipla remains a delightful reminder of an era when automotive innovation was measured not only by speed and performance, but also by practicality and ingenuity. With its unmistakable Italian character and versatile design, this 1966 example offers an entertaining opportunity to experience one of Fiat's most imaginative creations.

OFFERED WITHOUT RESERVE

Lot 42

VIN: 482E39

This lot is available for online bidding at **KruseAuctions.com**



1948 Davis Divan

- **The first production Divan to be built of the mere 13 originally built**
- **One of the more uniquely designed and engineered American automobiles built**
- **Eye-catching Metallic Brown over a two-tone interior**
- **A wonderful addition to showcase at various events and concours**

In the years following World War II, America's booming demand for new automobiles inspired numerous entrepreneurs to challenge established manufacturers. Among them was Glen Gordon "Gary" Davis, an Indiana-born used car salesman who envisioned an automobile unlike anything on American roads. In 1945, Davis acquired a custom three-wheeled roadster known as The Californian, originally built by renowned racing engineer Frank Kurtis for wealthy enthusiast Joel Thorne. Inspired by its unconventional design, Davis established the Davis Motorcar Company in Van Nuys, California, in 1946.

The resulting Davis Divan emerged in 1947, featuring futuristic aircraft-inspired styling, lightweight aluminum bodywork, concealed headlights, and an unusual three-wheel configuration. Its spacious interior accommodated four passengers across a single bench seat, while four-cylinder power promised economical motoring. Development began with two prototypes, affectionately named "Baby" and "Delta," followed by 11 Divan examples. The company also constructed three experimental military utility vehicles in hopes of securing government contracts.

Promoted as the automobile of tomorrow, the Divan attracted tremendous publicity, with Davis securing hundreds of dealership agreements and approximately $1.2 million in financial backing. However, ambitious production promises quickly outpaced the company's capabilities. Mounting financial troubles, unpaid employees, and undelivered automobiles resulted in lawsuits and fraud investigations. By 1949, the company had collapsed, and Davis was eventually convicted of fraud and grand theft.

With just 16 vehicles constructed across all variations, the Davis Divan remains a fascinating reminder of post-war America's automotive ambition and one of its most extraordinary commercial failures.

Preceded by the two prototype examples, this 1948 Davis Divan is the first production example to be built. After the company collapsed and as part of its liquidation, this example went to Michigan where it was placed into storage for an extended period of time. Photos on file show this example in storage in largely complete, but in a mellowed and aging condition. In 2011, it was discovered once again by noted Davis enthusiasts in Michigan. Knowing its rarity, they became devoted to bringing it back to life, spending much time researching the car to comprehensively restore it. A fantastic outcome, the unique stainless body is finished in Metallic Brown, while the cabin features a two-tone beige and brown interior. The removable fiberglass top was also painted the same color. Following suit with the rest of the cars design, its L-head Hercules four-cylinder engine and three-speed manual gearbox were precisely engineered in the front engine bay.

In 2022, this rare and seldom-seen three-wheeled Divan was acquired by the Tucson Auto Museum, where it has been greatly admired and appreciated within the diverse curated collection.

Most interestingly, this example has yet to grace the show field of a noted concours, resulting in a rare opportunity for its next caretaker to debut it at an array of events. An automobile unlike virtually anything else to emerge from post-war America, this exceptionally rare Davis Divan promises to be a conversation piece, show field attraction, or treasured addition to a distinguished collection.







OFFERED WITHOUT RESERVE

Lot 43

VIN: AZKA71KA6280

This lot is available for online bidding at **KruseAuctions.com**

- Recipient of a complete restoration by a Citroën shop in Europe
- Equipped with the larger engine option and disc brakes
- Imported to the United States in 2006
- A fun and rarely seen example on U.S. shores



1981 Citroën 2CV Roll Top

Founded in 1919 by André Citroën, the French manufacturer became renowned for unconventional engineering and innovative automobiles. Developed before World War II as an inexpensive car capable of transporting rural families across France's rough roads, the 2CV finally entered production in 1948. Its lightweight construction, economical air-cooled two-cylinder engine, remarkably compliant suspension, and unmistakable styling made it both practical and affordable.

By 1981, the 2CV remained remarkably faithful to its original philosophy, while benefiting from decades of refinement. Its distinctive roll-back fabric roof provided an airy, almost open-car driving experience, perfectly complementing the 2CV's uniquely uncomplicated character.

A charming example of one of France's more recognizable automobiles, this 1981 Citroën 2CV Roll Top is one the more desirable later developments of the long-running 2CV. It benefits from the larger 602cc air-cooled flat-twin engine producing approximately 29 horsepower, along with front disc brakes, and a four-speed manual gearbox.

Completely rebuilt and restored by a Citroën Shop in Europe before being imported to the United States in 2006, this example features a rust-free body refinished in attractive two-tone Pearl Gray and Dove Gray using durable Imron paint. Inside, the cabin is trimmed in colorful plaid cloth upholstery, while a new canvas roll-top provides the unmistakable open-air character for which the 2CV is known.

Offering recognizable French character, open-air motoring, and wonderfully unconventional engineering, this restored 2CV promises an entertaining experience wherever the road may lead.



Lot 44

VIN: SPL31115112

This lot is available for online bidding at **KruseAuctions.com**

OFFERED WITHOUT RESERVE

- Documented body-off-the-frame restoration
- Finished in its original color code 655 Off-White
- European-inspired styling with dependable Japanese engineering
- Accompanied by two large binders, a hardtop, and soft top

1967 Datsun 1600 Roadster

During the 1960s, Japan's rapidly expanding automotive industry began making its presence known on the international sports car market, with Datsun emerging as one of the country's most promising manufacturers. Building upon the success of its earlier Fairlady models, Datsun developed the 1600 Roadster as an affordable and spirited alternative to the established British sports cars of the era. Marketed as the Fairlady 1600 in Japan, the model combined attractive European-inspired styling with dependable Japanese engineering, helping establish Datsun's reputation among driving enthusiasts worldwide.

Known internally as the SPL311 in left-hand-drive form, the Datsun 1600 Roadster featured a lightweight body, independent front suspension, and a 1.6-litre four-cylinder engine producing approximately 96 horsepower. Paired with a four-speed manual gearbox, the nimble roadster offered lively performance and responsive handling, making it equally enjoyable on winding country roads or in competitive motorsport events. Its low-slung proportions, distinctive chrome grille, and simple yet purposeful interior reflected the traditional sports car formula.

By 1967, the 1600 Roadster had earned a loyal following, particularly in the American market, where its affordability and reliability made it an appealing alternative to European competitors. Today, these charming open-top sports cars represent an important chapter in Datsun's history, paving the way for the legendary 240Z that would arrive just two years later.

Documented by two large binders of records and receipts, this Datsun is the recipient of a body-off-the-frame-restoration. The body is completed in its original and smooth color code 655 Off-White, while the interior features black upholstery with a simple, yet classic layout. The body is equipped with fog lights, subtle chrome, a driver's sideview mirror, a rear luggage rack, and a removable black hardtop with porthole windows.

Its sports car fun and feel is further elevated thanks to its four-speed full synchromesh manual gearbox, which is mounted to a lightweight 1.6-litre inline-four engine.

This Datsun is accompanied by the aforementioned removable black hardtop, a black soft top, spare tire and jack in the trunk, and two binders with invoice records. Well-restored and well-documented, this charming and lightweight, nimble Datsun 1600 Roadster will offers its next owner many miles of spirited open-air driving enjoyment.

OFFERED WITHOUT RESERVE

Lot 45

VIN: FB1459
Engine No: FB1459
Body No: C92129

This lot is available for online bidding at **KruseAuctions.com**



1937 Cord 812 'Sportsman' Convertible Coupe

- ACD Club certified
- Documented ownership since new
- First owned by Jazz Trombonist Monte Barton
- Highly preserved and largely original example

The pages of automotive history are filled with great names that literally pioneered transportation as we know it today. Great men like Henry Ford, who put America on wheels, and William Crapo Durant, who created General Motors, certainly made their mark. Among these great names is Errett Lobban Cord, who was never one to shy away from style. Indeed, the cars of Errett Lobban Cord carried an aura of prestige that led the way in the Golden Age of the motorcar. Whether it was the famous Duesenberg Model J or a sexy Auburn Boattail Speedster, Cord's cars carried a look and style like no other car on the road. In 1936, Cord shocked the automotive landscape with the introduction of the 810. Styling for the 810 was by the great Gordon M. Buehrig. Innovation does not begin to describe the 810, as it was unlike anything else on the road at the time. Front-wheel drive, a powerful Lycoming V-8 engine, an ultra-low profile, and the elimination of running boards were just a few of the styling cues that set it apart from all the rest.

Selling for $2,145 when a new Ford Roadster sold for just $560, Cord's Sportsman was a sporty car with a price to match. The 810 became the 812 for 1937 as it continued to rule the road as an exceptionally styled motorcar.

Offered here is a delightful example of the 812 that was one of the unsold 1936 models that was renumbered and sold as a 1937 by Cord. This is solidified by the seat sideboards that the earlier models had and by the fact that it retains its original factory serial number, body number tags, and its original engine, all having been preserved by limited owners since it was sold new in 1937.

This 812 was delivered new to Monte Barton, a well-known early jazz trombonist and songwriter in San Francisco and it remained in his ownership until 1971. Originally finished in Dark Cool Orchard Green, it was refinished in its current shade of maroon by the second owner, who sold it in September 1974 to William L. Beck of Napoleon, Ohio. The fourth owner, Morton Feldman, sold the car in 1976 to Glenn Allen of West Bloomfield, Michigan, who maintained it for the next 18 years. It was during this time he added the popular supercharged-style side exhaust, an option that was available from the factory upon request. He also rebuilt the Zeppa front axle joints and fuel pump. It was then acquired by Alfonzo Vacchiano in October of 1994 who maintained it for another 18 years before passing it on to Ray Hicks, a noted ACD car collector, who then sold it to the Tucson Auto Museum in the fall of 2019.

Aside from the repaint and side exhaust addition, this Cord has never received a full restoration and has been well cared for since new. It retains its original brass windshield frame. This Cord also rides on a set of wide whitewall tires with its factory-correct rims and hubcaps. While the car was very well known, most importantly this Cord went through the rigorous process of certification in 2019 and the car now carries its ACD Club Certification.

Long, low, and sleek are the attributes that made Cord the best looking car of its day and this is the most exciting variant of the 812, the disappearing top 'Sportsman.' With its documentation and rich history, it is a jazzy automobile that turned heads when new and still does today. There's simply no mistaking the look of a Cord 812 Convertible Coupe.









OFFERED WITHOUT RESERVE

Lot 46

VIN: 017116

This lot is available for online bidding at **KruseAuctions.com**

- Well cared for, top-of-the-line upscale “Fiat 500”
- A resident of multiple museum collections
- Attractive full-length folding sunroof and sporting color scheme



1959 Autobianchi Bianchina First Series Transformabile Coupe

Introduced in 1957, the Autobianchi Bianchina was born from a collaboration between Fiat, Bianchi, and Pirelli, offering Italian motorists a stylish alternative to conventional economy cars. Sharing its mechanical underpinnings with the popular Fiat 500, the Bianchina was developed to appeal to buyers seeking affordable transportation without sacrificing elegance or individuality. Its charming bodywork, decorative chrome accents, and distinctive folding fabric roof gave the diminutive automobile an upscale personality. Powered by a rear-mounted, air-cooled two-cylinder engine, the Bianchina delivered remarkable fuel efficiency, capable of achieving approximately 50 miles per gallon under favorable driving conditions. By 1959, the Bianchina had become a fashionable symbol of Italy’s growing prosperity, proving that economical motoring could be both practical and stylish, with plenty of Italian charm to spare.

While most of its early life is unknown, it is said this example spent most of its life in California with a black CA license plate that read “GJE690”, before it was brought to France and resided there for a number of years. It was then imported back to the United States and sold in 2015, following which it was acquired by the Maine Classic Car Museum, and then sold again in 2024 to the Tucson Auto Museum.

Having been restored at some point in its life, it presents very well and the sporting red paint and white interior complete its European package. It features a full length folding black sunroof that allows its occupants to enjoy fresh air when desired on their jaunts. Power comes from a 479cc vertical twin cylinder engine that’s equipped with a single Weber carburetor and backed by a four-speed manual gearbox.

A delightful expression of Italian fashion and ingenuity, this Autobianchi showcases that even the smallest automobiles could be designed with elegance, sophistication, and unmistakable Italian flair in mind.



OFFERED WITHOUT RESERVE

Lot 47

VIN: 1783252

This lot is available for online bidding at **KruseAuctions.com**

- Charming and fun microcar with Vignale coachwork
- Rare, low production "La Dolce Vita" vehicle
- Five careful owners from new
- Enjoyed on the 2022 Enthusiast Driving Tour



Coachwork by Vignale

1968 Fiat 500 Gamine

As one of the premier Italian custom coachbuilders, Alfredo Vignale's Carrozzeria Vignale was established in 1948 at Grugliasco, near Turin, which was also the home of the Pinin Farina (later renamed Pininfarina) design house and production facilities. Beginning with a special Fiat 500 Topolino and then a Fiat 1100, Vignale soon designed and built some of Ferrari's most unique and memorable racing bodies. Vignale's work also appeared on chassis from Alfa Romeo, Cisitalia, Lancia, Maserati, and other revered Italian marques.

This handsome little car is presented in attractive burgundy paintwork over a reupholstered black cabin. The Tucson Auto Museum would welcome this little Fiat into their collection in 2022, as it had previously resided within the Rockhound Collection since 2017. They acquired it from the previous owner who bought it from its near lifelong owner, an Italian automobile enthusiast who is said to have originally imported the Gamine from Italy many decades ago. These wonderfully eccentric, hand-built pieces of Italian automotive history are now highly sought after, continuing to attract a cult-like following by virtue of their charming character, simple mechanical package, and unique Alfredo Vignale coachbuilding heritage. Behind the front grille and classically freestanding headlamps of the Gamine is found a compartment housing the fuel tank and spare tire, with power coming from the diminutive yet rugged air-cooled Fiat two-cylinder engine at the rear of the vehicle. Importantly, this Gamine retains its original Tipo 110F Fiat engine and it is accurately described as a great example.

While the Gamine is seldom seen at auction today, this utterly charming example will surely invite attention and admiration wherever it goes, while providing a truly incomparable and fun open-air motoring experience.



OFFERED WITHOUT RESERVE

Lot 48

VIN: MVD61812

This lot is available for online bidding at **KruseAuctions.com**

- Hupmobile's first production automobile
- Charming brass fittings and colors
- 20 horsepower four-cylinder engine
- A reminder of the early, formative days of American motoring





1910 Hupmobile Model 20 Runabout

Founded in Detroit, Michigan, in 1909 by Robert C. Hupp, the Hupp Motor Car Company quickly established itself as a promising newcomer in America's rapidly expanding automobile industry. Having previously worked with Oldsmobile and Ford, Hupp envisioned an affordable, reliable automobile that would appeal to the growing middle class. His vision materialized in the Hupmobile Model 20, which made its public debut at the 1909 Detroit Automobile Show and quickly attracted considerable attention for its practical engineering and competitive price.

The 1910 Hupmobile Model 20 Runabout featured lightweight construction, simple yet attractive styling, and seating for two passengers. Power came from a 112-cubic-inch, four-cylinder engine producing approximately 20 horsepower, paired with a two-speed sliding-gear transmission. Priced at approximately $750, the Model 20 offered dependable motoring at a time when automobile ownership was becoming increasingly attainable. Its early success helped establish Hupmobile as a respected American manufacturer, laying the foundation for nearly three decades of automobile production.

As the first automobile that would start a multiple decade production run, this 1910 Model 20 Runabout is a reminder of those beginnings. The body is finished in a classic red with black fenders and various attractive brass fittings such as oil lamps, horns, and headlights. The body rides on wood spoke wheels and features a spare tire mounted on the rear.

With its charming brass-era styling and simple mechanical engineering, this 1910 Hupmobile Model 20 Runabout serves as a wonderful reminder of the early, formative days of American motoring when the automobile was just beginning to transform the way the world traveled.

OFFERED WITHOUT RESERVE

Lot 49

VIN: 0604001

This lot is available for online bidding at **KruseAuctions.com**

- Streamlined post-war design and engineering
- A rare and seldom seen automobile in the United States
- A former resident of The Elkhart Collection
- The automobile used by high-ranking socialist officials in Czechoslovakia





1963 Tatra 2-603

Few automobile manufacturers possess a history as distinctive as Tatra. Its origins date to 1850, when Ignác Šustala established a carriage-building operation in Kopřivnice, in what is now the Czech Republic. The company expanded into railway equipment before entering automobile production in 1897 with the Präsident, one of Central Europe's earliest gasoline-powered automobiles. The Tatra name first appeared on its vehicles in 1919, beginning a new chapter for the increasingly innovative manufacturer.

During the interwar period, Tatra became particularly renowned for the engineering work of Hans Ledwinka. His unconventional approach helped establish hallmarks of the marque, including backbone chassis construction, independent suspension, air-cooled engines, and eventually streamlined, rear-engined automobiles. These principles culminated in groundbreaking models such as the aerodynamic Tatra 77 of 1934 and subsequent T87.

Following World War II, Tatra continued developing its distinctive rear-engined luxury cars, resulting in the 603. First appearing in 1956, the streamlined sedan featured a rear-mounted, air-cooled V-8 engine and was produced primarily for high-ranking government and industrial officials.

The updated 2-603 replaced the original car's distinctive three-headlamp arrangement with four headlights, while receiving a revised dashboard, wider rear track, and further mechanical refinements. A fascinating combination of aerodynamic styling and unconventional engineering, the 1963 Tatra 2-603 represented the continued evolution of ideas Tatra had pioneered decades earlier.

The recipient of an older high-quality comprehensive restoration, this rare Tatra has been well cared for since and still presents well today. Formerly of Indiana-based, The Elkhart Collection, they acquired this example in 2014 from a collector in Germany, which is documented by a bill of sale. The Tucson Auto Museum acquired this rare automobile seven years ago. A notable streamlined design with its rear split window, it also features the signature second-generation Tatra 2-603 headlamps which were moved inside the grille and small dual bullet nose front bumper.

Inside, the unique cabin features comfortable front and rear cloth bench seats, as well as a Philips Paladin radio. The rear-mounted engine is a later 1964 Tatra air-cooled 2.5-litre V-8 engine that produces an even 100 horsepower and is backed by a manual gearbox.

Rarely encountered on American roads, this 1963 Tatra 2-603 offers a fascinating opportunity to experience one of Czechoslovakia's most distinctive automobiles and the unconventional engineering that made Tatra unlike virtually anything else of its era.

OFFERED WITHOUT RESERVE

Lot 50

VIN: GL630037

This lot is available for online bidding at **KruseAuctions.com**



1967 Iso Grifo Series I

- The 37th of just 200 examples of the Series I produced
- Perfect marriage of American horsepower and Italian styling
- Invited and shown at multiple Concours d'Elegance events
- Best unrestored car at the 2015 Indianapolis Motor Speedway Invitational
- Original high-performance 327-cubic-inch V-8 engine

In Italy, just prior to the outbreak of World War II, Iso Thermos was founded by the Rivolta family producing refrigeration and heating products. After the war, founder Renzo Rivolta wanted to expand the company's offerings to include motorcycles, scooters, and various light-duty cargo haulers. By 1953, the automotive wing of the company was renamed Iso Autoveicoli. Their first breakthrough in the automotive world was the Isetta, the small compact "bubble car" with a front opening door and powered by a motorcycle engine. This little car was a success and production capacity for Italy was soon topped out. Licenses were granted to companies in other countries, such as BMW in Germany. These revenues would help fund new projects closer to what Rivolta was really aiming for, a full-size sports car.

These dreams were realized with the 1962 release of the Iso Rivolta. With coachwork from Bertone and under-the-hood performance from a small-block Chevrolet V-8, it was a blend of old world and new world in a motorcar. Previewed at the Turin Motor Show, this gorgeous coupe designed under the direction of Giotto Bizzarrini, who had come to Iso directly from Ferrari where he had been responsible for the legendary 250 GTO, would be the basis for the next project, known in-house as the A3/L, or Luxury edition. Eventually, the market name Grifo was selected in recognition of the Griffin, a mythical creature that was half lion and half eagle and was featured on the Rivolta family crest. Again, Bizzarrini was responsible for the drivetrain with Giorgetto Giugiaro, working with Bertone at the time, creating a stunning vehicle that would be well-received and set the trend for sporty touring cars.

Power would be provided by Chevrolet's L75 version of the 327 V-8, the same engines used in the Corvette, but with several modifications such as a larger oil sump, the use of Carter AFB carburetors, smaller diameter oil cooler and larger diameter radiator. America was also the source for the transmission, employing the Borg-Warner T-10 four-speed manual. The steel chassis was fitted with an independent front suspension using an unequal length double wishbone setup, while the de Dion rear axle was fitted with twin trailing arms and transverse Watt's linkage. Also coil spring hydraulic shocks were equipped all around with a front anti-roll bar and disc brakes were found on all four corners. Reported top speed for the Series I was 160 mph, and after its initial unveiling, the Iso Grifo was on its way to introducing the world to the quality of the Iso marque. In production from late 1965 to 1974, several versions of the Grifo would be produced, but for collectors, the purity of the Series I is highly sought after.

Early history of this car is not clear, but it appears to have been delivered new in Europe as the speedometer is in kilometres. According to a previous owner, this beautiful car was originally finished in black and was changed to its current striking "Fly Yellow" a number of years ago. The engine was rebuilt by Obermeyer's Automotive in Allenton, Wisconsin, in the late 2000s, and shortly afterward several improvements were also installed in the electrical system related mainly to the charging system plus headlights and taillights. Several








kiwi
kiwi
kiwi
MAINE 1925
ANTIGUE AUTO
CIENFUEGOS







repairs were made to the suspension system returning this car's performance to factory specs, making sure it is as safe and reliable as when it was new. Today, this coupe presents well with the 300-HP 327 V-8 engine, Carter AFB four-barrel carburetor, and electronic ignition system. Reportedly, the original Borg-Warner T-10 four-speed manual transmission is tight and goes through the gears with minimal effort. The original 6 X 15 Campagnolo alloy wheels are wearing a set of Yokohama P205/70R15-95T tires. In addition to the power windows, mounted to the dashboard is a Becker Europa multi-band radio.

This Iso has been invited and displayed at a number of concours events over the years and has been presented with several awards. One of which was best unrestored car at the 2015 Indianapolis Motor Speedway Invitational.

Included in the sale are copies of receipts for the work performed, as well as original programs for several of the shows where it has been exhibited, plus spare parts. A highly authentic car designed for driving enjoyment, this early Series I is a car that will provide you with many happy motoring memories.

KRUSE AUCTIONS

OFFERED WITHOUT RESERVE

Lot 51

VIN: 149119

This lot is available for online bidding at **KruseAuctions.com**

- Desirable 600 model
- Rare “two-door” four-seat model
- Finished in charming and warm colors



1960 BMW 600 Isetta

The BMW Isetta 600 represents a pivotal step in BMW’s post-war recovery and evolution during the late 1950s, bridging the gap between the company’s famous microcars and its return to conventional automobiles. Introduced in 1957, the Isetta 600 was developed as a more practical and capable alternative to the original single-door Isetta 250 and 300, which had proven enormously successful in Europe while still recovering from wartime.

Unlike its smaller predecessors, the Isetta 600 featured a longer wheelbase, a rear-mounted, air-cooled 582 cc two-cylinder boxer engine derived from BMW motorcycle designs, and seating for four occupants. Power was sent to a four-speed manual gearbox, allowing the car to reach higher cruising speeds and making it more suitable for everyday family use. While it retained the iconic front-hinged “refrigerator door” entry, BMW added a second side door on the right for improved access to the rear seats, signaling a move toward greater practicality.

A rare sight being a “two-door”, four-seat model, this Isetta, is finished in a delightful yellow with subtle chrome and matching wheels wrapped in whitewall tires. The Isetta 600 played an important developmental role for BMW, as its chassis and layout directly influenced the later BMW 600 and the more conventional BMW 700. Though produced in relatively limited numbers, the Isetta 600 stands as a key transitional model, illustrating BMW’s shift from microcar manufacturer back to a builder of full-fledged automobiles.



OFFERED WITHOUT RESERVE

Lot 52

VIN: Y180777L1

This lot is available for online bidding at **KruseAuctions.com**



1928 Franklin Airman Sport Tourer

- Recipient of an older, well-maintained restoration
- A Classic Car Club of America (CCCA) Full Classic®
- Formerly owned by various noted collectors which includes Bill Harrah and Clive & Janet Cussler

The Franklin Automobile Company was founded in Syracuse, New York, in 1902 and quickly made a name for itself through its unconventional engineering style. Most notable was Franklin's commitment to air-cooled engines, eliminating the radiator and associated cooling system used by nearly every competing automobile. By the 1920s, Franklin had developed into a respected manufacturer of high-quality automobiles renowned for their light construction, comfortable ride, and dependable performance.

For 1924, Franklin offered its well-developed Series 10B alongside the newer Series 10C, continuing the company's distinctive "horse-collar" hood design. Both utilized Franklin's proven air-cooled six-cylinder powerplant, while the 10C represented the latest evolution of the company's increasingly refined automobile. Franklin offered an unusually broad selection of bodywork during this period, including Touring, Coupe, Sedan, Demi-Sedan, Brougham, Touring Limousine, and chassis configurations. Open Touring models combined generous passenger accommodations with the sporting, open-air character associated with the finest touring automobiles of the era.

A motorcar that has enjoyed the care of various well-known collections throughout its life, this 1924 Franklin Airman Sport Tourer was under the care of one of the most noted and largest collections ever assembled, American casino magnate and entrepreneur, Mr. William "Bill" Harrah. Having well over 20 Franklins within his vast collection, this example was rightfully admired and cared for. This Airman was then acquired by Frank Spain, who acquired a number of cars from Harrah's collection. It is believed that upon Frank's purchase from Harrah's this Sport Tourer had already received its complete restoration, which has matured nicely over the years. The body is finished in an attractive rich red paint while the fenders are finished in a contrasting black. The body is outfitted with various features throughout that include a rear mounted trunk, dual spare tires mounted to the running boards, a folding wind screen, rear-mounted windshield behind the driver's compartment and dashing wood spoke wheels. Under the hood lies the Franklin's 236-cubic-inch six-cylinder engine that is backed by a three-speed manual transmission and complemented by four-wheel drum brakes for driver enjoyment.

Mr. Spain would display his collection at the Tupelo Auto Museum; this Franklin being put on display in 1989. Maintained and admired within the Tupelo Auto Museum for 30 years, this example was sold alongside the dispersal of the museum in 2019. Acquired at that auction, the next owners would be the late Clive Cussler and his wife, Janet. A well-known collector of automobiles, owning more than 100 examples at one time, Clive was most notably known as a famous adventure novelist and real-life underwater explorer. Having sold more than 100 million copies of his novels worldwide, it allowed him to enjoy his other passions, such as automobiles. Well cared for under their stewardship, the engine was rebuilt and this Franklin was routinely driven.

In 2024, this Franklin was then acquired by its current owner, the Tucson Auto Museum, where it has since been further admired by guests, something this Franklin is quite used to. With a distinguished provenance that includes multiple noted celebrated collectors and museums, this handsome Franklin Airman Sport Tourer continues a century-long tradition of careful preservation, spirited use, and public admiration, and would be a welcome addition to various CCCA shows and tours throughout North America.







OFFERED WITHOUT RESERVE

Lot 53

VIN: K111L4407

This lot is available for online bidding at **KruseAuctions.com**

- Subaru's first mass-produced automobile
- Signature 356cc two-cylinder engine
- A former resident of The Elkhart Collection
- Acquired by the Tucson Auto Museum seven years ago





1969 Subaru 360 Deluxe

The Subaru 360 was developed during the 1950s as Japan sought to provide its growing population with affordable, economical transportation. Introduced in 1958, it became Subaru's first mass-produced automobile and was engineered to meet Japan's restrictive kei car regulations. Its lightweight construction, compact dimensions, and rear-mounted 356-cubic-centimetre two-cylinder engine made the 360 inexpensive to own and particularly well suited to Japan's crowded streets.

As the 360 matured, Subaru expanded the lineup considerably. A roll-back-roof Convertible arrived in 1959, followed by the practical Custom station wagon in 1963, while Deluxe and Super Deluxe trim levels provided buyers with additional equipment. Looking to expanded markets, the two-door sedans, which were coded "K111", such as this example, were imported to the United States by Malcom Bricklin. Approximately ten thousand made their way to U.S. shores.

The 1969 Subaru 360 Deluxe represented a more refined version of Subaru's diminutive people's car, combining its distinctive rear-hinged doors, lightweight construction, and economical two-stroke powertrain in a package that helped establish Subaru as a serious automobile manufacturer.

Acquired by the Tucson Auto Museum seven years ago, this Subaru 360 Deluxe was a former resident of The Elkhart Collection. Well admired for its "lady bug" looks within the museum, it is finished in an attractive grey over an eye-catching red vinyl interior. A lovely and early Subaru it is equipped with front and rear bumpers, mud flaps, and its signature 356cc two-cylinder engine paired with a four-speed manual gearbox.

A wonderful and unique conversation piece, this Subaru 360 Deluxe holds an important place in Subaru history as its first mass-produced automobile.

OFFERED WITHOUT RESERVE

Lot 54

VIN: K23127

This lot is available for online bidding at **KruseAuctions.com**



1952 Allard K2 Roadster

- A sporting European American hybrid sports car
- 1 of the last K2 models built of the mere 117 produced
- 331-cubic-inch Cadillac V-8 engine with period Offenhauser heads
- Originally exported to famous Los Angeles Allard dealer Noel Kirk Motors

The Allard K2 Roadster was birthed from unconventional vision of British racer and engineer Sydney Allard. Having built a series of competition specials before World War II, Allard formally established the Allard Motor Company in 1945. His automobiles followed a simple but highly effective formula: combine a lightweight British chassis and body with the power and dependability of an American V-8. Production began after the war with models including the J1 competition car, K1 two-seat tourer, L four-seater, and M drophead coupe.

Introduced in 1950, the K2 represented an evolution of the successful K1 and offered a more road-oriented alternative to Allard's competition-focused J2. Retaining the K1's 106-inch wheelbase, the K2 received smoother aluminum bodywork, coil-spring front suspension, and distinctive styling highlighted by its pentagonal grille and three porthole-style hood vents. Wire wheels and De Dion rear suspension were available, further enhancing its sporting character.

What made the K2 particularly special was its combination of British sports-car agility and American V-8 muscle. Ford and Mercury flathead engines were offered, while examples destined for America could accommodate powerful Cadillac and Chrysler V-8s. Produced through 1952, only 117 K2s were built, making it one of Allard's rarest and most charismatic road-going creations.

One of the last K2s built, this hybrid sports car was originally exported to famous Allard dealer Noel Kirk Motors in Los Angeles on October 7, 1952. Delivered new in beige over a brown interior, it was fitted with its desirable 331-cubic-inch Cadillac V-8 engine with twin four-barrel carburetors and backed by a three-speed manual gearbox. Other items include four-wheel drum brakes, front split axle with coil springs, and a rear live axle with transverse leaf spring. Later in life, it was equipped with its current Offenhauser heads, a tasteful and desirable period addition. This Allard would later be under the care of William Avery of Pennsylvania, who is said to have sparingly driven the automobile. Under his ownership, he would entrust Lamborghini of Orlando in 2012 to perform a light restoration, electing to not fully disassemble this example, keeping its original and beloved drivability intact. This work entailed painting the body its current and more desirable black livery, refurbishing the interior with its red upholstery, renewing the electricals, and installing the sporty roll bar.

After this was finished, ownership would transfer in 2012 to a private East Coast collector, who would then sell it in 2019 to the Tucson Auto Museum. A unique European American hybrid, this Allard K2 would make a wonderful addition to future vintage racing and track events, road rallies and tours, or dedicated car shows that stretch around the globe.







OFFERED WITHOUT RESERVE

Lot 55

VIN: 52M230

This lot is available for online bidding at **KruseAuctions.com**



1952 Muntz Jet

- One of the most distinctive and unique surviving examples
- 1 of fewer than 200 examples originally built
- Long-term ownership by noted collector and founder of the Amelia Island Concours d'Elegance, Bill Warner
- Thoughtfully upgraded with rare Edmunds heads and a triple-carburetor setup
- A testament to creative and unique American automotive creations

Earl "Madman" Muntz often called himself "Crazy", and just maybe he was. At the age of 20, he opened his first used car lot in his hometown of Elgin, Illinois. After the end of WWII, he moved to greener pastures and was able to secure a Kaiser-Frazer dealership in Glendale, California. For the 1947 model year, it was reported that his outlet sold over 22,000 units, about 14 percent of the company's total output. In the late 1940s, he saw how expensive new television receivers were and set about to design one that could be marketed, being the first to offer ready to play TV sets for $100. Then he met Frank Kurtis. Kurtis was primarily known for his race-winning open-wheel race cars, but he had started to produce his own sports car, a two-passenger job using a variety of engines.

Muntz saw the car, made an offer to buy Kurtis out and began to produce his own version, the Muntz Jet. A few alterations were made, such as lengthening the wheelbase, adding 13 inches to the body to accommodate a back seat and two more passengers. The first two Muntz Jets produced were powered by Cadillac V-8s but failing to be able to secure more from GM, the big Lincoln flathead V-8 engines were employed, the majority of which were backed up with the Hydramatic transmission. Production started at the Muntz facility in Glendale, but after about 28 cars were produced, production was moved to Evanston, Illinois which allowed for easier access to parts and a more central location for distribution of the completed cars. At one point, Muntz claimed that 394 units had been built between 1950 and 1953; however, according to the Muntz Registry maintained by Vince Munsen, the actual numbers may be closer to just shy of 200 cars.

One of the most unique and fascinating Muntz Jets of the few surviving examples, this Jet's history begins with Russell Gindelsperger of Levittown, Pennsylvania who retained this example from 1963 until 1990. Ownership would follow with A.F. Long of Mays Landing, New Jersey, and then Ed Malkinski of California. Under his ownership, he would complete a restoration on this Muntz in 1991 and then sell it at the end of the decade in 1999 to Chuck Swimmer of San Diego. The next owner would be noted collector and founder of the Amelia Island Concours d'Elegance, Bill Warner.

Under Mr. Warner's care for the next 19 years, he would entrust Werner Meier's Master Works in Troy, Michigan, to recondition the Muntz. The work included refinishing the body in House of Colors Purple with a subtle hint of metallic and installing a white iguana-skin-patterned vinyl interior. An undeniably unique and eye-catching combination, the bold color scheme is perfectly suited to the Muntz's flamboyant styling and unmistakable character. Other notable features include dual spotlights and a rare Muntz tape deck.

The 336-cubic-inch eight-cylinder engine was rebuilt by Gary Johns Engineering of Hilliard, Florida who, at the same time, equipped it with a triple-carburetor setup by Bill Jagenow of Brothers Custom in Troy, Michigan and installed a rare and hard-to-fit set of Edmunds heads, most likely making it one of the fastest Muntz Jets.

Sparingly shown under Mr. Warner's long-term care, it made appearances at the Concours of America at St. Johns, the AACA Hershey fall meet where it earned a first junior award, and naturally, the Amelia Island Concours d'Elegance. Trading hands in 2020, the Tucson Auto Museum would proudly acquire this example, where it has since been showcased within the collection.

With its striking presentation, enhanced performance, and fascinating chain of enthusiast ownership which includes Bill Warner, this Muntz Jet stands apart as one of the most distinctive surviving examples of Earl "Madman" Muntz's sports car. Rare, powerful, and unmistakably individual, it embodies the larger-than-life personality that made the Muntz Jet unlike anything else on American roads.








DINER
Al Mack's
NEW ZEALAND
NEW ZEALAND
kiwi kiwi
K1WI
X82-13
58 FA VEGA
7375
FL
22556
NAMIBIA
83-920
MAINE 1925
64-983
EUJ 162
FAA712
A-40855
A-40985

OFFERED WITHOUT RESERVE

Lot 56

VIN: 03181613

This lot is available for online bidding at **KruseAuctions.com**

- A German-built microcar with suicide doors
- Sapphire AM/FM radio
- Eye-catching two-tone colors



1962 Goggomobil T400

In the years following World War II, Europe's growing demand for affordable and economical transportation gave rise to an entirely new class of automobiles known as microcars. Among the manufacturers embracing this movement was Hans Glas GmbH, a German company founded in 1883 in Dingolfing, Bavaria, originally specializing in agricultural machinery. Having transitioned into motor scooters during the early 1950s, the company recognized an opportunity to enter the automobile market, unveiling its first Goggomobil in 1955. Combining practical engineering with economical operation, these automobiles quickly gained popularity throughout Germany and other European markets.

Unlike many competing microcars, which featured unconventional seating arrangements and unusual entry systems, the Goggomobil adopted the familiar appearance of a conventional automobile, only on a considerably smaller scale. Its steel monocoque construction, independent suspension, and rear-mounted engine provided a surprisingly sophisticated package for such an inexpensive vehicle. Initially offered with a 250cc two-stroke engine, the lineup expanded to include 300cc and 400cc variants, along with attractive coupe models. By the time Goggomobil production concluded in 1969, the company had manufactured hundreds of thousands of these charming little automobiles, establishing itself as one of Germany's most successful microcar manufacturers.

Representing the larger-displacement version of the original Goggomobil sedan, this 1962 T400 is powered by a rear-mounted, air-cooled, 400cc two-cylinder, two-stroke engine. Finished in an attractive two-tone combination of turquoise and white, this example features distinctive rear-hinged suicide doors, compact proportions, and chrome appointments. Its modestly appointed cabin offers seating for four occupants, while a Sapphire AM/FM radio provides an additional touch of convenience. Power is delivered through a four-speed pre-selective gearbox, completing the car's unusual mechanical character.

This Goggomobil T400 serves as an entertaining reminder of an era when ingenuity and economical transportation went hand in hand. With its cheerful styling, unconventional engineering, and unmistakable German character, it remains a delightful example of Europe's post-war microcar movement.

Lot 57

VIN: C575848

This lot is available for online bidding at **KruseAuctions.com**

OFFERED WITHOUT RESERVE

- Rare Studebaker model that has been thoughtfully upgraded
- Built 350-cubic-inch V-8 engine and 700R4 automatic transmission
- Vintage air-conditioning, power steering, and four-wheel power disc brakes
- Accompanied by a build binder of receipts



1949 Studebaker Champion Business Coupe Custom

A rare and seldom seen Studebaker model, this 1949 Champion Business Coupe has been thoughtfully upgraded and customized throughout. One of fewer than 700 Business Coupe's originally built, it's one of the most unique bodies to emerge from the 1940s. The bullet-nosed body is finished in a silver paint with subtle pinstriping throughout the body. An eye-catching cabin, the interior is inlaid with red leather upholstery and features two bucket seats with arm rests. The dashboard is color matched to the exterior paint with small touches of pinstriping and houses a set of Classic Instrument's V8 Red Steelie gauges.

Under the hood is when things take a custom twist as power is sourced from a 350-cubic-inch four-bolt Chevrolet V-8 engine that's equipped with forged pistons, Stage II rods, and steel crankshaft, and mil camshaft. Completing the powerplant is an Edelbrock intake, MSD ignition box, aluminum radiator, electric cooling fan, a four-barrel 650cfm carburetor, and RPM aluminum cylinder heads that house 1.5-inch roller rockers and chromoly pushrods. Once the engine was completed, it's said to have been dyno tested at Ruble Racing and produced 393 horsepower, and 384-pound feet of torque. The engine is backed by a 700R automatic transmission with overdrive, a stall convertor, and transmission cooler.

More than just an engine upgrade, this rare Studebaker features an 8.5-inch 342 Posi differential, Mustang two front suspension, stainless steel control arms, and QA1 adjustable coil overs. Well-equipped throughout with creature comforts, they include Vintage Air air-conditioning, rack and pinion power steering, and four-wheel power disc brakes. The Vintage Air will need the hard lines connected from the compressor to the under-dash components and a charge before it is functional.

Documenting all these upgrades is an accompanying build binder with receipts. Blending the unmistakable character of Studebaker's post-war design with thoroughly modernized performance, this Champion is far removed from the ordinary Business Coupe. Its rare body style, documented custom upgrades, and nearly 400-horsepower V-8 make it a custom that should prove every bit as entertaining from behind the wheel as it is distinctive at first glance.

OFFERED WITHOUT RESERVE

Lot 58

VIN: 2FAHP71V78X157982

This lot is available for online bidding at **KruseAuctions.com**

- 1 of 3 known surviving examples predominantly featured in the 2025 *Superman* movie
- Still retains "City of Metropolis" livery as seen on the big screen
- Perfect for collection or museum display, and at comic conventions
- A unique and rare opportunity to acquire a usable prop from a globally shown and recognized movie





2008 Ford Crown Victoria 'Superman' Movie Police Interceptor

Superman made his historic debut in *Action Comics #1* in 1938, created by writer Jerry Siegel and artist Joe Shuster. Emerging during the Great Depression as a powerful defender of ordinary people, the Man of Steel helped establish the modern superhero genre and quickly became an American cultural icon. His influence soon extended beyond comic books into radio, animation, television, merchandise, and film. Most notably, 1978's *Superman*, starring Christopher Reeve, demonstrated that a comic-book hero could anchor a major Hollywood blockbuster, helping pave the way for the superhero films that followed.

Nearly nine decades after his introduction, *Superman* returned to theaters in 2025 under writer-director James Gunn. Starring David Corenswet as Superman, Rachel Brosnahan as Lois Lane, and Nicholas Hoult as Lex Luthor, the film launched the new cinematic DC Universe while emphasizing Superman's traditional ideals of compassion, hope, and humanity. The blockbuster opened to approximately $217 million worldwide and ultimately grossed more than $600 million globally, introducing the legendary hero to yet another generation of moviegoers.

One of the more unique and usable props from globally shown and recognized blockbuster movies is this 2008 Ford Crown Victoria Police Interceptor which is believed to be one of three known surviving examples predominantly featured in the new 2025 *Superman* movie. Still retaining its "City of Metropolis" livery and equipment as seen on the big screen, this usable Police Interceptor is equipped with a roof-mounted three-colored strobe light and a driver-side mounted spotlight. Inside, the cabin features the hallmarks of a police interceptor with items such as a center console with an adjustable device mount with siren and lighting controls, bucket seats trimmed in gray cloth, and an upgraded Pioneer touchscreen installed in the dashboard. Power is supplied by a 4.6-liter V-8 engine that is paired with a 4R75E four-speed automatic transmission.

Offering a rare opportunity to own a genuine piece of Superman movie history, this Metropolis Police Interceptor would make an exceptionally cool conversation piece whether displayed in a collection, exhibited in a museum or man cave, or taken to comic conventions to promote one's business.

OFFERED WITHOUT RESERVE

Lot 59

VIN: 106523583

This lot is available for online bidding at **KruseAuctions.com**



1967 Amphicar 770 Convertible

- A truly unique land and water vehicle
- Known as “The Sports Car that Swims”
- Finished in a desirable color combination
- 1 of just 3,878 examples built during its 8-year production run

Designed by Hans Trippel and manufactured by the Quandt Group in Berlin, Germany from 1961 to 1968, the Amphicar is the only civilian amphibious passenger automobile ever to be mass-produced. In total 3,878 were produced with approximately 3,046 of them being imported into the United States. When new, the Amphicar was sold between $2,800 and $3,300 depending on the model year. All Amphicars are convertibles and were offered in four unique colors, Beach Sand White, Regatta Red, Lagoon Blue, and the most sought-after Fjord Green. Being able to transition from land to water by simply driving into it, one would think the mechanics are very complex, but they are actually quite simple. The engine is placed in the rear and is a 1,147cc OHV inline four-cylinder engine that was built by Triumph Herald and produces 43 horsepower. The Amphicar has a top speed of 7 mph on water and 70 mph on land, hence why it was dubbed the “Model 770”. The “land transmission” is a four-speed manual transmission, similar to that of a Volkswagen Beetle, whereas the “water transmission” is a special two-speed transmission built by Hermes (makers of the Porsche transmission) that allows the wheels and propellers to be operated either independently or simultaneously. While in the water, the front wheels act as rudders, and features such as marine lighting and a horn, a bilge pump, and bumper and propeller guards help make this a water-legal vessel.

With just under 4,000 originally built, it is believed that as few as 600 Amphicars exist and are in fully operable condition today. Before the Tucson Auto Museum acquired this example, it was enjoyed and used to explore the lakes around New Hampshire for many years prior to it undergoing a complete restoration. During the restoration, the body was stripped to the bare shell and repainted in its current and sought-after color scheme of Fjord Green over an Apricot interior. At the same time, the motor and transmission were rebuilt. We understand that following restoration, this Amphicar was tested on the water multiple times.

This Amphicar 770 Convertible is a charming relic of the past that embodies the adventurous spirit of its time. With its seamless transition between land and water, it’s not just a car but a symbol of an era when innovation and exploration knew no bounds. Whether you’re cruising down the highway or embarking on a waterborne adventure, this unique vehicle promises an unforgettable experience.







OFFERED WITHOUT RESERVE

Lot 60

VIN: AR1012000657

This lot is available for online bidding at **KruseAuctions.com**



1960 Alfa Romeo Giulietta Sprint Speciale

- **The recipient of a comprehensive and correct restoration**
- **1 of only 1,366 produced during its six-year production run**
- **Elegant and sporting lines Intertwined in a singular graceful package**
- **A wonderful choice for spirited drives, marque gatherings, and notable events**

Few Italian automobiles of the post-war era captured the marriage of advanced engineering and artistic design quite like the Alfa Romeo Giulietta Sprint Speciale. Born during a period when Italy's automotive industry was experiencing a remarkable resurgence, the Giulietta represented an important chapter in Alfa Romeo's transformation from a manufacturer of expensive, exclusive automobiles into a producer of more attainable sporting machines. First appearing in 1954, the Giulietta quickly earned admiration for its spirited performance, sophisticated mechanical design, and unmistakable Italian character.

While the standard Giulietta Sprint coupe was already an attractive and capable sports car, Alfa Romeo envisioned something considerably more exotic. Working with the renowned Turin-based coachbuilder Bertone, the company developed a series of experimental aerodynamic designs intended to improve high-speed efficiency. Under the direction of celebrated designer Franco Scaglione, these studies culminated in the extraordinary Giulietta Sprint Speciale, which made its production debut in 1959. Drawing inspiration from Bertone's earlier Berlinetta Aerodinamica Tecnica (B.A.T.) concept cars, the Sprint Speciale featured a remarkably low nose, gracefully sculpted fenders, flowing roofline, and elongated rear bodywork.

Beneath its striking exterior, the Sprint Speciale retained Alfa Romeo's celebrated 1,290cc twin-cam four-cylinder engine, equipped with twin Weber carburetors and producing approximately 100 horsepower. Power was delivered through a five-speed manual gearbox, providing lively acceleration and impressive performance for an automobile of its displacement. Equally sophisticated was its chassis, featuring independent front suspension, coil springs, and four-wheel hydraulic drum brakes. With its slippery aerodynamic profile and lightweight construction, the Sprint Speciale was capable of speeds approaching 125 mph, making it one of the more remarkable small-displacement grand touring automobiles of its generation.

Of the 1,366 Giulietta Sprint Speciales produced between 1957 and 1962, this 1960 example, chassis AR1012000657, represents a particularly attractive example of Bertone's celebrated design. Believed to have originally been delivered to the European market, this automobile was subsequently exported to the United States, where it became part of a Southern California collection. During the 2010s, it underwent a substantial restoration, returning the stylish Italian coupe to an impressive presentation.

Finished in a brilliant and correct red over a handsome gray-accented interior, the Giulietta's mechanical components also received attention, including a partial engine rebuild, refurbishment of the suspension and braking systems, and servicing of the heater and fuel tank. Much of the exterior brightwork was subsequently re-chromed, providing an attractive complement to the flowing coachwork. Acquired by a West Coast collector in 2013, it was enjoyed by him until it was welcomed into the Tucson Auto Museum in 2023. Accompanying the sale of this Alfa are various invoice records.

An appealing example of one of Alfa Romeo's most distinctive creations, this Giulietta Sprint Speciale offers its next caretaker the opportunity to experience a rare Italian sports car equally suited to spirited touring, marque gatherings, and notable events.







OFFERED WITHOUT RESERVE

Lot 61

VIN: T7609

This lot is available for online bidding at **KruseAuctions.com**

- 1 of an estimated 422 examples produced
- A rare Swedish-built microcar
- Finished in delightful colors over a matching plaid interior
- Often considered one of the rarest microcars to acquire





1959 King Fuldamobil

Born from the growing demand for affordable transportation in post-war Europe, the Fuldamobil was the brainchild of German designer Norbert Stevenson, who envisioned a lightweight, economical automobile for everyday motorists. First produced in Fulda, Germany, in 1950, the diminutive microcar quickly attracted international attention, leading to licensed production in several countries. Among them was Sweden, where AB Industrikompaniet King began manufacturing its own version in 1957, initially marketed as the Fram King Fulda before the name was shortened to King in 1959.

The 1959 King Fuldamobil Coupe featured distinctive rounded fiberglass bodywork, a three-wheel configuration, and seating for two adults with limited rear accommodations. Power came from a rear-mounted 191cc Fichtel & Sachs single-cylinder, two-stroke engine producing approximately 9.5 horsepower. Despite its modest performance, the King offered economical transportation with unmistakable character. Swedish production continued until 1962, with approximately 422 examples built.

Often considered one of the rarest microcars to acquire is this charming 1959 King Fuldamobil Coupe. Dressed with a classy blue color scheme that can be seen on the body as well as color keyed wheels, while the cabin features a matching blue and plaid bench seat.

Formerly a part of a noted Chicago-based car collection for a number of years, this example was acquired by the Tucson Auto Museum two years ago. With its charming appearance, limited production, and seldom-seen Swedish origins, this 1959 King Fuldamobil Coupe presents a wonderful opportunity to add one of the world's rarest microcars to any collection.

OFFERED WITHOUT RESERVE

Lot 62

VIN: SA9PP5024HL231002

This lot is available for online bidding at **KruseAuctions.com**

- The Guinness World Record holder as the smallest production car made
- Powered by a 48-volt direct-drive electric motor
- Guaranteed to garner addition and draw smiles wherever driven or shown





2017 Peel P50 Continuation Electric

The Peel P50 traces its origins to the Isle of Man, where Peel Engineering developed an extraordinarily compact three-wheeled automobile intended for economical urban transportation. Introduced in 1962, the fiberglass-bodied P50 measured just 54 inches long and was famously designed to accommodate one adult and a shopping bag. Approximately 50 original examples were produced, establishing the diminutive Peel as one of motoring's most unusual creations.

Decades later, renewed interest in the P50 led to its revival, with continuation production beginning in England in 2011. Faithfully retaining the proportions and unmistakable appearance of the original, the modern P50 incorporated updated steering, braking, suspension, and drivetrain technology. This 2017 electric continuation utilizes a 48-volt electric motor powered by four 12-volt batteries, providing a modern interpretation of the remarkably minimalist original. Despite its tiny dimensions, the Peel has a big personality.

Not just the smallest automobile within the Tucson Auto Museum, this adorable little 2017 Peel P50 is also recognized by Guinness World Records as the smallest production automobile ever made. The fiberglass bodywork is finished in an eye-catching red that pairs nicely with the single seat plaid cloth upholstery inside the cozy cabin. Guaranteed to garner attention and draw smiles wherever its driven or shown, this electric Peel P50 will certainly make a splendid addition to one's collection, museum, or to be used in one's parade celebration.

OFFERED WITHOUT RESERVE

Lot 63

VIN: 665000

This lot is available for online bidding at **KruseAuctions.com**



1959 Fiat Abarth 750 Spyder GT

- A nicely restored “micro” sports car
- Imported to the United States in 2022
- An open top grand touring Italian sports car
- Finished in a stylish silver over an eye-catching red interior

The relationship between Fiat and Abarth proved to be one of the most successful partnerships in Italian automotive history, combining Fiat’s economical and dependable engineering with Carlo Abarth’s passion for performance and motorsport. Founded in 1949, Abarth quickly established a reputation for transforming Fiat’s modest production automobiles into spirited sporting machines through clever engineering, lightweight construction, and competition-inspired modifications. Among the most captivating creations to emerge from this partnership was the Fiat-Abarth 750 Spyder GT, a diminutive Italian sports car that offered remarkable performance and distinctive styling in a lightweight, open-top package.

This 1959 Fiat-Abarth 750 Spyder is a charming example of Italian sporting motoring, combining the lightweight engineering of Fiat with the performance-minded influence reminiscent of Carlo Abarth. Reportedly refreshed during its time in Argentina, this attractive little roadster was subsequently imported to the United States in 2022. Noted as a Fiat Abarth on the title when imported to the USA, it is titled under chassis number 665000, which is displayed on a reproduction VIN plate. This example is well presented in silver over a contrasting red interior, displaying the distinctive styling and sporting character that made these Italian automobiles so desirable.

The exterior features a dark red convertible soft top, removable windshield and frame, polished brightwork, and a set of 12-inch silver-painted steel wheels adorned with Abarth scorpion center emblems. Additional sporting details include a louvered rear deck lid with an integrated air scoop, vented rear valance, and twin exhaust outlets.

Equally attractive, the cockpit is trimmed in red leatherette upholstery with matching low-back bucket seats and door panels, complemented by black carpeting and a silver body-color dashboard. A wood-rimmed steering wheel sits ahead of a collection of Jaeger instrumentation, including a centrally mounted tachometer, 170-km/h speedometer, and auxiliary gauges. Further appointments include red Fiat-branded rubber floor mats, a carpeted rear parcel shelf, and an Abarth crest prominently displayed on the dashboard.

Power is supplied by a replacement 747cc Mille Miglia inline four-cylinder engine, reportedly overhauled under previous ownership, and is said to be equipped with a Solex downdraft carburetor and ABA Mille Miglia crankshaft. Paired with a four-speed manual transaxle, this spirited little Italian roadster offers an engaging driving experience reminiscent of the golden age of European sports cars.

Already imported and established in the U.S., this delightful little Spyder offers a wonderful opportunity to enjoy the pleasures of open-air motoring in true Italian fashion.







OFFERED WITHOUT RESERVE

Lot 64

VIN: S688043

This lot is available for online bidding at **KruseAuctions.com**

- A three-wheeled British microcar
- 700cc inline four-cylinder engine
- Eye-catching yellow fiberglass body



1971 Reliant Regal

Founded in 1935 by Tom Lawrence Williams, Reliant Motors emerged from the English industrial town of Tamworth, Staffordshire, with a vision of producing affordable, economical transportation. Following the closure of the Raleigh Motor Company's three-wheeled vehicle division, Williams, a former Raleigh engineer, recognized an opportunity to continue developing lightweight three-wheelers. Initially concentrating on small commercial delivery vehicles, Reliant gradually expanded into passenger automobiles, establishing a reputation for practical engineering, low operating costs, and distinctive designs.

The Reliant Regal made its debut in 1953, introducing a new generation of three-wheeled passenger cars to the British motoring public. Early examples featured aluminum bodywork, but the company soon adopted fiberglass construction, reducing weight while allowing greater flexibility in body design. Over the following two decades, the Regal underwent numerous improvements, evolving from a modest utility vehicle into a recognizable fixture on Britain's roads.

By 1971, the Regal had reached its final generation, the 3/30, which featured updated styling, a lightweight fiberglass body, and Reliant's economical 700cc four-cylinder engine. Its unusual configuration, with a single front wheel and two rear wheels, allowed the Regal to qualify under British three-wheeler regulations, providing certain licensing and taxation advantages over conventional automobiles.

Although production ended in 1973 with the arrival of the Reliant Robin, the Regal had already secured its place in British motoring history. Today, these charming three-wheelers are fondly remembered for their unconventional engineering, unmistakable appearance, and enduring association with everyday life in post-war Britain.









OFFERED WITHOUT RESERVE

Lot 65

VIN: B5094195

This lot is available for online bidding at **KruseAuctions.com**

- Rotisserie restoration completed in 2025
- Attractive Brazilian Type 2 bus with 23 windows
- Unique and seldom-seen roof-mounted cyclops headlight
- Camper style with fold-out bed, built-in sink, folding table, and room for storage





1965 Volkswagen Samba 23-Window Bus

The Volkswagen Type 2 Bus has become one of the most recognizable and beloved vehicles in automotive history, tracing its origins to the imagination of Dutch Volkswagen importer Ben Pon, who envisioned a practical, versatile vehicle utilizing the mechanical underpinnings of the Volkswagen Beetle. Entering production in Germany in 1950, the Type 2 quickly gained popularity for its simple engineering, spacious interior, and remarkable adaptability. Among its most desirable variations was the luxurious Samba, distinguished by its panoramic roof windows, distinctive skylights, and large folding sunroof, offering passengers an open and airy motoring experience.

As Volkswagen expanded its international presence, production of the Type 2 began in Brazil, where the versatile Bus became an essential part of everyday transportation. Brazilian-built examples carried forward the charm of the early split-window design, including the Samba configuration, which remains particularly desirable among collectors today.

Beyond its practical beginnings, the Volkswagen Bus became a defining symbol of the 1960s counterculture movement, representing freedom, adventure, and individuality. Today, the Samba continues to captivate enthusiasts worldwide, with its unmistakable styling, nostalgic appeal, and enduring cultural significance making it a celebrated fixture at automotive gatherings and collector events.

Beautifully presented in a stylish two-tone green and gray finish, this 1965 Volkswagen Samba 23-Window Camper Bus benefits from a comprehensive rotisserie restoration completed in 2025. Complementing its eye-catching exterior are deluxe chrome bumpers and trim, wide whitewall radial tires, distinctive elephant-style side mirrors, and a unique and seldom-seen roof-mounted Cyclops headlight. Additional exterior appointments include dual roof-mounted luggage racks, an access ladder, and a sliding fabric sunroof, allowing passengers to enjoy the open air while traveling.

Inside, the cabin is equally charming, featuring a tasteful two-tone gray and tan interior thoughtfully configured for comfortable traveling and camping adventures. Accommodations include a folding table with seating, a built-in sink, generous storage compartments, side window curtains for added privacy, and a fold-out bed for overnight excursions. Power comes from a detailed 1,500cc four-cylinder engine producing a reported 50 horsepower, paired with a four-speed manual gearbox.

With its recent restoration and delightful camper accommodations, this Brazilian-built Samba offers an inviting opportunity to experience the carefree spirit that has made the Volkswagen Bus a cultural favorite for generations.

OFFERED WITHOUT RESERVE

Lot 66

VIN: 7202

This lot is available for online bidding at **KruseAuctions.com**

- A unique French microcar
- Formerly of the Lane Motor Museum collection
- Single “gullwing” style door
- A quirky and seldom-seen microcar



1975 ACOMA Mini Comtesse

The ACOMA Mini was built during France’s growing market for tiny “voiture sans permis,” or cars that could be driven without a conventional driver’s license. Developed from a design by Émile Boussereau, the unusual microcar was manufactured by ACOMA, or Ateliers de Construction de Matériel, beginning in the early 1970s. The single-seat Mini Comtesse was designed to provide inexpensive, economical transportation while satisfying France’s license-free vehicle regulations. ACOMA became a major French microcar manufacturer, producing the Mini Comtesse through 1979 and continuing with additional Comtesse models until production ended in 1984.

A unique French microcar that was formerly owned by the Lane Motor Museum Collection in Nashville, Tennessee, this 1975 ACOMA Mini Comtesse is as quirky as it gets. Acquired by the Tucson Auto Museum a number of years ago, the fiberglass body is presented with two doors, a single “gullwing” style door on the driver's left side and a conventionally hinged door on the driver’s right side. Features include steel eight-inch wheels wrapped in Dunlop tires, cable-operated rear brakes, front stabilizing wheels, a single wiper, a side mirror, and red-painted bumpers.

Power is achieved from a 49cc Sachs Saxonette two-stroke single-cylinder engine rated at three horsepower and is said to achieve 20 miles per hour. The Mini Comtesse only has two forward gears and no reverse gears; but not to worry, as it's light enough to push back into place if needed.

With its pint-sized proportions and wonderful unconventional engineering, this 1975 ACOMA Mini Comtesse offers a charming glimpse into France’s fascinating license-free motoring culture.



OFFERED WITHOUT RESERVE

Lot 67

VIN: VC57B144383

This lot is available for online bidding at **KruseAuctions.com**



1957 Chevrolet Bel Air Hardtop

- Recipient of a body-off-the frame restoration
- 283 cubic-inch Power Pack V-8 engine with a four-barrel carburetor
- Equipped with both power steering and power brakes
- One of the most recognizable and celebrated cars ever built

The Chevrolet Bel Air has long been regarded as one of the most recognizable American automobiles of the 1950s, representing an era when automotive styling, performance, and innovation were rapidly evolving. First appearing in 1950 as a premium hardtop model, the Bel Air became a separate model series in 1953, positioned at the top of Chevrolet's passenger car lineup. With its generous chrome appointments, attractive styling, and affordable pricing, the Bel Air quickly became a favorite among American motorists, helping Chevrolet establish itself as one of the nation's leading automobile manufacturers.

A significant transformation arrived in 1955 when Chevrolet unveiled an entirely redesigned lineup, beginning what enthusiasts today affectionately refer to as the "Tri-Five" Chevrolets. Featuring modernized styling, improved handling, and the introduction of Chevrolet's revolutionary small-block V-8 engine, the new models represented a major advancement for the company. Further refinements followed in 1956 before the arrival of the extensively restyled 1957 models, which would ultimately become the most celebrated of the three years. Distinguished by their prominent tailfins, sweeping chrome trim, distinctive grille, and unmistakable proportions, the 1957 Bel Air perfectly captured the optimism and extravagance of post-war America. Today, these automobiles remain among the most desirable American classics, celebrated by collectors and enthusiasts alike.

Representing the final year of Chevrolet's celebrated Tri-Five generation, is this 1957 Chevrolet Bel Air Sport Coupe that has benefited from a comprehensive frame-off restoration, returning this automobile to an attractive presentation that highlights its timeless design. Finished in its original shade of Matador Red, complemented by a contrasting white roof and distinctive silver side inserts, this example displays the unmistakable styling that made the 1957 Chevrolet an enduring favorite. Additional exterior appointments include rear fender skirts, dual antennas, bright chrome trim, and wide whitewall tires that further enhance its period appearance.

Beneath the hood resides a 283-cubic-inch V-8 Power Pack engine, identified by its GF suffix and equipped with a four-barrel carburetor. Power is delivered through Chevrolet's smooth-shifting Powerglide automatic transmission, while power steering and power-assisted brakes provide additional convenience and ease of operation.

The passenger compartment is equally attractive, featuring a Code 676 red and black interior that perfectly complements the exterior finish. Its inviting cabin retains the unmistakable character of Chevrolet's late-1950s design, complete with a color-coordinated dashboard, matching steering wheel, and comfortable bench seating. Additional equipment includes an AM radio and EZ-Eye tinted glass, both desirable amenities during the period.

Before being acquired by the Tucson Auto Museum, this example was well cared for within the Cherry Collection. Combining attractive factory colors and benefiting from a body-off-the-frame restoration, this 1957 Chevrolet Bel Air presents an appealing opportunity to experience one of America's most celebrated automobiles. A true symbol of 1950s motoring, it remains a timeless reminder of Chevrolet's golden age.







OFFERED WITHOUT RESERVE

Lot 68

VIN: HMV1350G80

This lot is available for online bidding at **KruseAuctions.com**

- 1 of approximately 700 examples produced
- 16-horsepower single-cylinder engine
- Advertised 60 to 70 miles-per-gallon
- An unusual American built microcar





1980 HMV Free-Way

When rising fuel prices in the 1970s encouraged manufacturers and independent designers to explore smaller, more efficient forms of personal transportation, the HMV Free-Way was born. Developed by David Edmonson and produced by the High Mileage Vehicles Corporation of Burnsville, Minnesota, the Free-Way was conceived as an economical commuter vehicle combining motorcycle-like efficiency with the weather protection and comfort of an enclosed automobile.

Production began in 1979, with the distinctive three-wheeler featuring a lightweight fiberglass body, single-seat cabin, and streamlined, futuristic styling. Offered in several bright colors, the unusual Free-Way represented an innovative American response to the fuel shortages and changing transportation priorities of its era.

One of approximately 700 examples produced during its brief production run, this example features a red fiberglass body with a single door, a hinged rear window, and single seat in the cabin. This HMV features factory lighting, including a rectangular sealed beam headlight, underslung turn signals, a taillight, and side markers.

Power is found through a 16-horsepower single-cylinder engine that is paired with a snowmobile-style CVT transmission and a chain final drive. Built on a tubular steel chassis and utilizing a three-gallon fuel tank, this Free-Way was originally advertised to achieve a truly impressive 60 to 70 miles-per-gallon range, something that would be quite useful nowadays. Micro by size, but large when it comes to delivering smiles and fun, this 1980 HMV Free-Way is a unique and limited produced American built microcar that would fit in (quite literally) in any collection, man cave, or museum.

OFFERED WITHOUT RESERVE

Lot 69

VIN: B545001075

This lot is available for online bidding at **KruseAuctions.com**



1954 Chevrolet Corvette

- The 75th 1954 Corvette produced
- Older body-off-the-frame restoration by Robert Dimick
- A charming example of the first-gen Corvette
- Accompanied by various past owner's correspondence and side windows

The Chevrolet Corvette emerged from General Motors' desire to create an American sports car capable of capturing the excitement of the lightweight European roadsters gaining popularity in the United States after World War II. Led by GM Styling Chief Harley Earl, development resulted in the futuristic EX-122 concept, which debuted to an enthusiastic reception at the 1953 Motorama in New York City. The response was strong enough that Chevrolet quickly placed the Corvette into production later that year.

The earliest Corvettes featured innovative fiberglass bodywork mounted over a conventional steel frame. Power came from Chevrolet's 235-cubic-inch "Blue Flame" inline-six, equipped with three side-draft carburetors and paired with a two-speed Powerglide automatic transmission. Only 300 Corvettes were produced for 1953, all finished in Polo White.

For 1954, production moved from Flint, Michigan, to a larger facility in St. Louis, Missouri, as Chevrolet attempted to establish the Corvette as a regular production model. Output increased dramatically to 3,640 examples, while new exterior colors including Pennant Blue, Sportsman Red, and Black joined Polo White. Although sales proved slower than Chevrolet anticipated, the 1954 Corvette represented an important step in the model's development, laying the foundation for the V-8-powered versions that would soon transform the Corvette into an American performance icon.

This 1954 Chevrolet Corvette is finished in signature Polo White over a fine red leather interior. It is just the 375th production Corvette built since introduced for the 1953 model year, and the 75th Corvette produced for the 1954 model year. Said to have been purchased new by the Vice President of Casco Bank, in Portland, Maine, this 1954 Corvette remained in the same state until it was acquired by the Tucson Auto Museum. While still in Maine, this Corvette was the recipient of a body-off-the-frame restoration carried out in 1993 by Robert Dimick of Scarborough, Maine. At this same time, the bottom half of the 235-cubic-inch 'Blue-Flame' six-cylinder engine underwent a rebuild and later the carburetors were also rebuilt. Backed by a two-speed Powerglide automatic transmission, it is a classic combination that delivers much enjoyment for both the driver and passenger.

Today, this American sports car remains an iconic example and has been kept in a climate-controlled environment and museum setting since 2003. Highlights of this Corvette include correct spinner hubcaps with whitewall tires, an AM radio, clock, correct gauges, tri-carb setup and various past owner's correspondence, and removable door windows.

As the 75th Corvette produced for 1954 and only the 375th production Corvette built overall, this nicely, older restored example represents an exceptionally early chapter in the history of America's sports car. With its unmistakable first-generation styling and iconic Polo White over red color combination, it stands as a fabulous reminder of the Corvette's beginnings and the enduring legacy that followed.







OFFERED WITHOUT RESERVE

Lot 70

VIN:
SBM11AAA0CW000457

This lot is available for online bidding at **KruseAuctions.com**



2012 McLaren MP4-12C

- Clean CARFAX® and fewer than 4,000 miles from new
- Menacing triple black color scheme
- 592-horsepower 3.8-litre twin-turbocharged V-8 engine
- The first vehicle entirely designed and built in-house by McLaren
- McLaren's first production car since the world-record-breaking and historic F1

Known as being one of the oldest active teams in Formula 1, The McLaren nameplate has been the envy of almost everyone it comes up against since 1966. A company with a rich racing heritage of winning world championships and setting new standards, McLaren set out to do what many thought they couldn't; build a road legal car that would quite literally create the hypercar class. The outcome would be the McLaren F1, a 6.1-litre V-12 monster that produced 618 horsepower. The F1 one would go on to set a new world record clocking in at 243 mph, blowing away everyone in the industry. Riding on the success of the F1 and data gathered from it, McLaren's all-new model would become available to the public in 2011, the MP4-12C. It became the company's first production vehicle entirely designed and built in-house by McLaren and took the supercar class by storm.

This 2012 McLaren MP4-12C has been sparingly driven throughout its entire life as it shows a mere 3,934 miles from new at the time of cataloging. Documented with a clean CARFAX® report, the first owner would acquire this McLaren on January 12th, 2012, from Lake Forest Sportscars in Lake Bluff, Illinois. After changing hands, this supercar would then be acquired by a private Midwest collection at the start of 2018. Under their ownership, this MP4-12C received over $17,000 worth of servicing from the McLaren dealership located in Chicago, Illinois. These services took place between November of 2019 and November of 2020 and are documented by the invoice records on file. Admired among an impressive collection of cars, it was then acquired by the Tucson Auto Museum at the start of 2023.

Production would run from the start of 2011 until April of 2014, and even though McLaren never published precise figures when it came to production numbers, it is understood that this example is 1 of only 3,400 to have been built. Nicely equipped in a menacing triple Carbon Black option (exterior, interior and wheels), its presence is one that does not go unnoticed, especially when its unique "touch-sensitive" upward opening doors are on full display.

The MP4-12C's predecessor might have carried a V-12, but this McLaren's 592 horsepower 3.8-litre twin-turbocharged V-8 engine is one that will put you in the back of your seat. Derived from McLaren's Formula 1 racing technology and performance data, the numbers speak for themselves as this menacing McLaren will launch to 60 mph in the low 3 seconds and finish a quarter mile in 10.9 seconds all while achieving a top speed of 205 mph. Compared to its competition in 2012, such as the Ferrari 458 Italia, Lamborghini Gallardo and Porsche 911 Turbo, it takes the crown in many categories for speed and performance.

Comfortable seating for two occupants the cockpit is exceptionally clean and features carbon fiber components throughout. The black leather bucket seats blend well with the red stitching in the cabin and are equipped with an electric adjustable control system that allows for the driver to be in the perfect position. An array of modern technology can be found in the cabin such as Bluetooth capabilities, built-in GPS navigation, a touchscreen stereo and USB plug-in. Please note: the center touchscreen will need to be serviced to be functional.

A supercar that helped lead the way in the mid-2000s when it came to race car-derived performance and technology for purpose-built road cars, this low mileage 2012 McLaren MP4-12C with a clean CARFAX® report, is one that will not just give you unforgettable experiences in the present time, but also one that is poised to be a desirable and collectible supercar in the foreseeable future as it helped put McLaren's modern production supercars and hypercars in motion.









OFFERED WITHOUT RESERVE

Lot 71

VIN: 1477057

This lot is available for online bidding at **KruseAuctions.com**

- A nicely cared for example
- Lovely Runabout body style with open air enjoyment
- Ideal example for the Old Car Festival at Greenfield Village, parades, or historic display



1913 Ford Model T Runabout

Few automobiles have influenced the course of motoring history as profoundly as the Ford Model T. Its creator, Henry Ford, was born in Michigan in 1863 and developed an early fascination with machinery. After working as an engineer and experimenting with his own automobiles, Ford established the Ford Motor Company in 1903. His ambition was not simply to build automobiles, but to make them affordable and practical enough for the average American.

Introduced in October 1908, the Model T was designed around simplicity, durability, and ease of operation. Powered by a 177-cubic-inch four-cylinder engine, it utilized a two-speed planetary transmission and rugged construction well suited to the often-primitive roads of the era. As demand increased, Ford continually refined the manufacturing process, most famously introducing the moving assembly line at Highland Park in 1913. This dramatically reduced production time and helped lower the Model T's purchase price.

Production expanded around the world, and the Model T became an integral part of everyday American life. By the time production concluded in 1927, more than 15 million had been built. In doing so, Henry Ford and his Model T helped transform the automobile from a luxury into practical transportation for the masses.

Offered in various body styles for the 1913 model year, this Model T is the sportier Runabout style that features a two-seat configuration with a rear "turtle deck" storage compartment. Draped in a maroon finish with black fenders, the body sports various brass features and is equipped with two spare tires on the driver's side. Powered by a 177-cubic-inch four-cylinder engine and two-speed planetary transmission, it offers a unique and rewarding driving experience. As the first mass-produced automobile, the Model T holds a special place in the history books, and this example would be a splendid addition to parades, museum or collection display, or to be used at various events such as the Old Car Festival at Greenfield Village in Dearborn, Michigan.



Lot 72

VIN: 75701

This lot is available for online bidding at **KruseAuctions.com**

OFFERED WITHOUT RESERVE

- A French-built, Italian-designed microcar
- Engineered specifically for short-distance transportation
- A unique and head-turning three-wheeled microcar

1976 William Cyclo

During the 1960s, France's growing interest in inexpensive personal transportation presented new opportunities for manufacturers of lightweight microcars. Among those recognizing this potential was Henri Willame, president of Lambretta France, who partnered with Italian designer Carlo Lavezzari in 1967 to establish Lawil. Their collaboration resulted in a range of compact automobiles marketed under the Willam name, including the City and Farmer, both designed to provide economical transportation for motorists seeking an alternative to conventional automobiles.

As the company expanded, Willam began marketing vehicles produced by other European manufacturers. In 1975, the company introduced the Cyclo, a French-built microcar derived from the ACOMA Mini Comtesse. Featuring lightweight fiberglass bodywork, an enclosed passenger compartment, and an unusual three-wheel configuration, the Cyclo was engineered specifically for short-distance transportation. Its diminutive proportions made it particularly suitable for navigating narrow streets and congested urban environments.

Power came from a small, single-cylinder two-stroke engine of approximately 50cc, driving the front wheel and providing a modest top speed of approximately 20 mph. Designed to comply with France's regulations governing vehicles that could be operated without a conventional driver's license, the Cyclo offered a practical transportation solution for individuals who might otherwise have relied upon mopeds or bicycles.

Although the Cyclo's exact production figures are unknown, Willam continued marketing microcars until approximately 1990. Today, the Cyclo represents a fascinating chapter in French automotive history, reflecting the ingenuity and unconventional engineering that characterized Europe's microcar movement.

This 1976 Willam Cyclo is a lovely little example that rightfully fits within the Tucson Auto Museum. The yellow fiberglass body features two doors, dual sliding "port" windows, and a driver's side mirror. Various blemishes to the body are noted on the passenger side. The simple interior features a green seat. An unusual and cheerful design, this Willam Cyclo remains a unique chapter in the history of microcars and automobile innovation.

OFFERED WITHOUT RESERVE

Lot 73

VIN: 1080590

This lot is available for online bidding at **KruseAuctions.com**



1934 Pierce-Arrow Model 836A Sedan

- Charming colors paired with Pierce-Arrow's signature styling
- Well appointed with a radio, auxiliary driving lights, and painted wheels
- A Classic Car Club of America (CCCA) Full Classic®
- One of America's most distinguished pre-war luxury marques

Founded in Buffalo, New York, the Pierce-Arrow Motor Car Company established itself as one of America's most prestigious automobile manufacturers during the early decades of the 20th century. Originally established in 1865 as a manufacturer of household goods, the company eventually transitioned into bicycles before producing its first automobile in 1901. Under the leadership of George N. Pierce, the firm developed a reputation for exceptional craftsmanship, engineering, and luxury. Alongside Packard and Peerless, Pierce-Arrow became one of the celebrated "Three Ps" of American motoring, with its automobiles favored by wealthy industrialists, prominent businessmen, and even United States Presidents.

Throughout the 1910s and 1920s, Pierce-Arrow continued refining its automobiles, becoming particularly recognizable for its distinctive headlights integrated into the front fenders, a design feature first appearing in 1913. Despite its reputation, the company faced mounting financial difficulties as the Great Depression dramatically reduced demand for expensive luxury automobiles. Having been acquired by Studebaker in 1928, Pierce-Arrow returned to independent ownership in 1933, with hopes of restoring its former success.

For 1934, Pierce-Arrow introduced a revised lineup featuring more rounded bodywork and updated styling. Among these offerings was the Model 836A, developed as a more affordable alternative to the company's larger eight- and twelve-cylinder automobiles. Riding on a 136-inch wheelbase, the 836A was available in two body styles, a five-passenger Sedan and Club Brougham. Power came from a 366-cubic-inch straight-eight engine producing approximately 135 horsepower, paired with a three-speed manual transmission. Despite its lower price, the 836A retained much of the engineering and traditional styling associated with the Pierce-Arrow name.

This particular 1934 Pierce-Arrow Model 836A, which is a CCCA Full Classic®, is presented in a two-tone red exterior finish with contrasting pinstriping and a tan cloth interior. Its traditional four-door sedan body features broad running boards, Pierce-Arrow's recognizable fender-mounted headlights, and period-style exterior brightwork. The interior includes cloth seating, a woodgrain-finished dashboard, and original-style instrumentation. Additional equipment includes a radio, auxiliary driving lights, and painted 17-inch wheels fitted with classic wide whitewall tires. Supplementary gauges have been installed to monitor oil pressure and engine temperature.

Although the introduction of the 836A represented an attempt to broaden Pierce-Arrow's customer base, the company's financial struggles continued, with approximately 1,740 automobiles produced across its entire lineup in 1934. Production ultimately ceased in 1938, bringing an end to one of America's distinguished luxury marques. Today, this Model 836A Sedan serves as a surviving example of Pierce-Arrow's final years, representing the company's efforts to adapt to a changing automobile market while retaining its longstanding identity and luxury.







OFFERED WITHOUT RESERVE

Lot 74

VIN: FK10000938

This lot is available for online bidding at **KruseAuctions.com**

- A rare and retro-styled automobile produced in Japan
- 987cc turbocharged inline four-cylinder engine
- Factory air-conditioning and power windows
- A cult-classic that will draw much attention at car events and gatherings



1991 Nissan Figaro

Unveiled at the 1989 Tokyo Motor Show, the Figaro received an overwhelmingly positive response, prompting Nissan to place the distinctive concept into production for 1991. Based on proven Nissan Micra mechanicals, it featured charming retro styling, a retractable soft top, leather upholstery, and a turbocharged 987cc four-cylinder engine paired with an automatic transmission. Extraordinary demand prompted Nissan to offer the cars through a selected lottery system. Today, the Figaro remains an unmistakable Japanese design icon.

Imported to the United States from Japan in 2020, the Tucson Auto Museum acquired this rare and retro-styled 1991 Nissan Figaro four years ago and has drawn much attention within the museum. Offered in four different colors, representing the different seasons of the year, this example is finished in Topaz Mist for the "Autumn" season. Exterior features include 12-inch steel wheels with white disc covers and a charming white roll-back soft top for open air-enjoyment. Equally as cute is the interior, which features Crème leather upholstery, a cassette stereo, CD player, power windows, and, most importantly, factory air-conditioning.

Power is achieved through a turbocharged 987cc inline-four engine that is paired with a three-speed automatic transaxle. Braking is handled by front disc brakes and rear drums, while suspension consists of front MacPherson struts and an independent four-link rear setup with coil springs. Under previous ownership, it's said the timing belt and water pump were replaced in January of 2021, and the rear shock absorbers were replaced in August of 2020.

A cult classic that will draw much attention at car events and gatherings, this turbocharged Nissan Figaro will continue to deliver many smiles per miles wherever its driven and enjoyed.



Lot 75

VIN: S83P093475

This lot is available for online bidding at **KruseAuctions.com**

OFFERED WITHOUT RESERVE

- Operational fire truck used in Japan
- Imported to the United States in 2025
- Usable sirens, emergency lights, and PA system
- The ultimate *kei* truck that is ready to be enjoyed and shown off

1999 Daihatsu Hijet Fire Truck 4x4

In recent years, Japanese *kei* trucks have experienced a remarkable surge in popularity among American enthusiasts, thanks to their compact dimensions, economical operation, and undeniable charm. Originally developed to navigate Japan's narrow streets and crowded urban environments, these miniature workhorses have found an enthusiastic following in the United States, where collectors appreciate their versatility and unconventional character. Among the more unusual examples to reach American shores are those originally outfitted for emergency services, including this delightful 1999 Daihatsu Hijet Fire Truck.

Built for firefighting duties in Japan, this right-hand-drive 1999 Daihatsu Hijet represents a fascinating example of Japanese ingenuity, combining the practicality of a miniature pickup with the specialized equipment of a full-fledged fire engine. Finished in traditional fire-engine red with white Japanese lettering adorning its doors, this diminutive emergency vehicle retains much of the equipment that once distinguished it from an ordinary Hijet pickup.

Despite its small stature, this example is remarkably well-equipped for its intended duties. Mounted in the rear bed is a Tohatsu water pump, accompanied by firefighting hoses and convenient storage compartments. Diamond-plate accents, an exposed rear bench seat, usable emergency lighting, and a siren further contribute to its authentic firefighting appearance. A dashboard-mounted Osaka Siren public address system adds another interesting piece of equipment to this charming Japanese emergency vehicle.

Power comes from a compact 659cc three-cylinder engine paired with a four-speed manual gearbox and four-wheel-drive system, providing the maneuverability necessary to navigate confined spaces and challenging terrain. Riding on red-painted 12-inch steel wheels, the truck features a simple, yet functional cabin appointed with two-tone brown vinyl seating, manual windows, and a heater.

Displaying over 10,000 kilometres, approximately 6,000 miles, this Hijet was imported to the United States in 2025. That May, it received mechanical attention, including replacement of the engine oil, coolant, and transmission, transfer case, and differential fluids. It was then acquired by the Tucson Auto Museum, where it has been well admired and shown at various local shows, always drawing attention wherever it is driven and displayed.

With its distinctive appearance, unusual firefighting equipment, and charmingly compact proportions, this 1999 Daihatsu Hijet Fire Truck offers an entertaining addition to one's life and one that is certain to attract attention wherever it appears.

Buyer Information

Tucson Auto Museum 2027 - Tucson, Arizona

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Tucson Auto Museum 2027 - Tucson, Arizona

Bidder Registration Form

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Tucson Auto Museum 2027 - Tucson, Arizona

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Tucson Auto Museum 2027 - Tucson, Arizona

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Bradey Gerke
Phil Skinner

Photography
Bobbie Baer
Evan Hendsbee

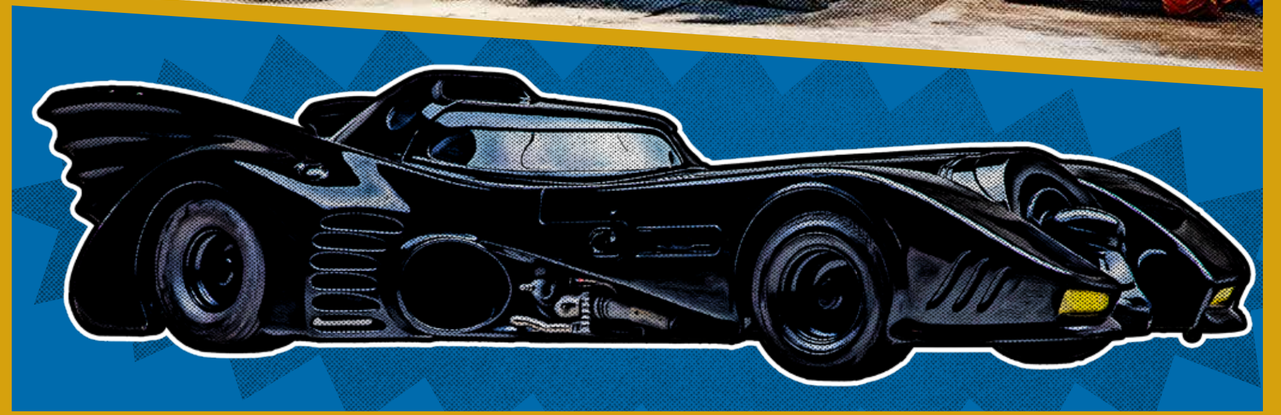
Production & Design by Kruse Auctions Productions
Levi Chaney
Marcy Foster-LaTurner
David Heltzel
Evan Delagrange
Evan Hendsbee
Jim Pope
Stuart Schlaifer
Justin Sheehan
Brian Souers
Josh Stiegman
Tammy Watson



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Lot	Year Make Model Style
66	1975 ACOMA Mini Comtesse
60	1960 Alfa Romeo Giulietta Sprint Speciale
54	1952 Allard K2 Roadster
59	1967 Amphicar 770 Convertible
25	1963 Apollo 5000 GT
46	1959 Autobianchi Bianchina First Series Transformabile Coupe
2	1992 Batman Returns Batmobile
1	1966 Batmobile Replica
36	1957 BMW Isetta 300
51	1960 BMW 600 Isetta
13	1934 Brewster-Ford Town Car
24	1955 Cadillac Series 75 Custom Limousine by Derham
69	1954 Chevrolet Corvette
67	1957 Chevrolet Bel Air Hardtop
23	Chevrolet Monte Carlo 'Dale Earnhardt' Race Car Tribute
26	1934 Chrysler CY Airflow
6	1948 Chrysler Town & Country Convertible
38	1966 Citroën DS21 Convertible Conversion
43	1981 Citroën 2CV Roll Top
27	1998 Citroën XM Exclusive
45	1937 Cord 812 'Sportsman' Convertible Coupe
7	1951 Crosley Super Sport Roadster
75	1999 Daihatsu Hijet Fire Truck 4x4
4	1964 Daimler SP250
44	1967 Datsun 1600 Roadster
42	1948 Davis Divan
35	1949 Delahaye 135MS Coupe
14	1981 DeLorean DMC-12
11	1952 DeSoto Custom Convertible
15	1973 DeTomaso Pantera L
10	1957 Dual-Ghia Convertible
20	1929 Duesenberg Model J Arlington Sedan
40	1973 Ferrari Dino 246 GTS
41	1963 Fiat 600 Multipla
47	1968 Fiat 500 Gamine
63	1959 Fiat Abarth 750 Spyder GT
71	1913 Ford Model T Runabout
32	1929 Ford Model A Phaeton
9	1973 Ford Mustang Mach I Fastback
58	2008 Ford Crown Victoria 'Superman' Movie Police Interceptor
52	1928 Franklin Airman Sport Tourer
56	1962 Goggomobil T400
31	1966 Goggomobil TS250
39	1967 Griffith Series 600
68	1980 HMV Free-Way
48	1910 Hupmobile Model 20 Runabout
5	1968 Intermeccanica Italia Spyder
50	1967 Iso Grifo Series I
3	1969 Jaguar E-Type Coupe
8	1954 Kaiser Darrin Roadster
61	1959 King Fuldamobil
30	1948 Kurtis-Omohundro Comet
12	1960 Lancia Flaminia GT Convertible
70	2012 McLaren MP4-12C
34	1961 Messerschmitt KR200
55	1952 Muntz Jet
74	1991 Nissan Figaro
29	1967 Oldsmobile 'Mannix' Toronado
28	1937 Packard Twelve 1507 Formal Sedan
16	1948 Packard Eight Station Wagon
62	2017 Peel P50 Continuation Electric
73	1934 Pierce-Arrow Model 836A Sedan
19	1964 Porsche 356 C Coupe
64	1971 Reliant Regal
22	1922 Renault NN Town Car
33	1960 Renault Caravelle Convertible
57	1949 Studebaker Champion Business Coupe Custom
53	1969 Subaru 360 Deluxe
18	1955 Sunbeam-Talbot Alpine Mark III
49	1963 Tatra 2-603
37	2000 Tri-C Engineering 'Charlie's Angels' Movie Race Car
65	1965 Volkswagen Samba 23-Window Bus
72	1976 William Cyclo
21	1957 Zündapp Janus 250







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