



DUESENBERG

Year: 1925
Model: Model A Touring
Condition: Restored/#1
Reserve: Undisclosed
Selling price: \$253,000
Avg. selling price: \$150,000

The glamorous Model J gets the lion's share of the attention, but the Duesenberg brothers' first effort, the Model A, was a stand-out in its own right, being the first American production car with hydraulic brakes and a straight-eight engine with aluminum pistons. Only 35 or so are known to exist. This example, a multiple A-C-D Club award winner, wore touring coachwork by Millsbaugh & Irish of Indianapolis, and was finished in a highly appealing color combination. Their 90hp, OHC straight-eight engines and advanced engineering make these cars well suited to vintage rallies, and it's likely that that's the factor that drove the spirited bidding here. A generous price for a deserving car.



FORD

Year: 1963
Model: Thunderbird
Condition: Original/#3+
Reserve: None
Selling price: \$41,250
Avg. selling price: \$45,000

With only two people having declared ownership of this factory roadster, it was easy to accept the claims of originality and exceptionally low mileage. There were still some puzzling attributes, such as the wavy rear bumper that appeared to have been replated and the layer of orange peel that didn't have a factory look. Then there was the general wear that represented great care from day one: some aging trim and seals, faded dash pad and sun visors, a few touchups, a small ding or two on the fin trim and thinned paint on the steering column. We're inclined to agree with the claims of originality, and suspect that the selling bid was suitable for both parties involved.



CADILLAC

Year: 1948
Model: Series 62 Club Coupe
Condition: Restored/#2
Reserve: None
Selling price: \$93,500
Avg. selling price: \$20,000

A little fewer than 4,800 of these sedanettes were assembled within the Series 62 line of Cadillacs, so they are not altogether rare, yet it's unusual to see one at an auction. A few things stood out on the placard: the words "recent restoration" (which was not further defined), followed by the reference to a mechanical freshening in 2008. Could this have been a museum car at one time? Also, the car was subjected to a front disc brake upgrade—great for driveability, but not so great if the bidders were purists. A few other notables upon inspection: a rippled hood, some polish swirls and a ding in a piece of trim. Otherwise perfect, nothing could explain the stunning 320 percent overbid.



JAGUAR

Year: 1965
Model: E-Type Series 1
Condition: Restored/#1
Reserve: None
Selling price: \$137,500
Avg. selling price: \$65,500

This E-Type had been treated to a rotisserie restoration at the talented hands of Jeff Snyder, aka Jeff's Restorations, one of the nation's leading Jaguar experts, and the quality shone through at every corner. The work was completed in time for the 2005 show season, during which this car scooped up its weight in trophies; it scored 100 points at least three times in Jaguar Club of North America judging, and was crowned National Class Champion. Judging by the odometer, the car has done only 272 miles since. The seller disclosed that the cylinder head was not the original, but that didn't hold back the bidders one bit. Neither, of course, did the one-two punch of lipstick red paint and tan leather.



LINCOLN

Year: 1941
Model: Continental Town Car
Condition: Restored/#2
Reserve: None
Selling price: \$63,250
Avg. selling price: N/A

Perhaps we're getting a little picky here: We jotted in our notes that the six-year-old restoration had a few cracks in the paint at the rear edge of the hood and some visible sanding marks below said surface under the rear window. And we're guessing, by the number of swirls that were on the paint surface as a whole, that the Town Car—one of 14 bodied by Brunn, now one of six known to exist—has seen more show field prep than time on the pavement. A perfect interior counterbalanced what could be called minor nits, but what really looked out of place was the thrashed-looking 1941 Washington plate. All things considered, we're still amazed at where the bidding stopped.



PACKARD

Year: 1941
Model: 120 Station Wagon
Condition: Restored/#2
Reserve: Undisclosed
Selling price: \$192,500
Avg. selling price: \$129,800

Collectors show no signs of tiring of their love affair with the woodie. Combine the evergreen (sorry) body style with the excellent chassis of the 19th Series Packard 120, and you have an unbeatable combination. Just 58 Packard wagons were constructed in 1941, and that scarcity will make this example stand out at any show, even a show of woodies. The restoration of this car was completed 20 years ago, and is still holding up well, even if the black lacquer finish is no longer fresh. The consignor had shown the car locally, and had added just 2,000 miles to the odometer since buying the car in 2002. This was a strong, strong price for this car, nearly meeting Gooding's high estimate.



BUICK

Year: 1941
Model: Super convertible
Condition: Restored/#1-
Reserve: None
Selling price: \$90,750
Avg. selling price: \$64,000

It's a shame we have all this space to fill, because there were zero visual flaws with this Buick. For those who like redundancy: none. The placard claimed that it was used sparingly since its restoration in 2000-2001. It was also bestowed with two class wins at two different concours events, while a recent safety modification was the concealed installation of front disc brakes (the seller kindly included OE-style drums should future owners want to reverse the upgrade). A nice addition for a car with dual two-barrel carburetors (factory, mind, not another post-assembly modification). With fees, the selling bid hit the low house estimate.



CRANE-SIMPLEX

Year: 1915
Model: Sport Berline
Condition: Restored/#3
Reserve: Undisclosed
Top price bid: \$120,000/not sold
Avg. selling price: N/A

Considering that this car was repainted in the early Eighties and crossed the Atlantic twice, its condition—including the original interior—was stronger in overall presentation than the grade above would indicate. However, based on technicalities, detracting attributes included cracked and blistered paint at the base of the right fender, visible pop-rivet heads or spot welds below the hood paint and a so-so-looking retouch to the pinstripes. Then again, the Brewster-bodied Simplex had rolled only 22,000 documented miles since new. Gooding pre-auction estimates placed the sale at \$150,000-\$200,000; Bonhams sold the same car for \$150,000 at their 2007 Brookline event.