

VanDerBrink Auctions — Ron Hackenberger Collection

The peculiar Hackenberger Collection was a gold mine for cheap restoration templates and deal hunters



Ran when parked, but certainly rare enough in the U.S. to claim uniqueness points — 1962 Citroën H utility, sold at \$15,820

Company

VanDerBrink Auctions

Date

July 14–15, 2017

Location

Norwalk, OH

Auctioneer

Yvette VanDerBrink

Automotive lots sold/offered

608/620

Sales rate

98%

Sales total

\$2,144,006

High sale

1965 Amphicar 770 convertible and 1969 Jaguar E-type Series II convertible, both sold at \$33,900

Buyer's premium

13%, included in sold prices

Report and photos by Daren Kloes
Market opinions in italics

Some might call Ron Hackenberger a hoarder. That term alone conjures images of narrow pathways between dusty magazine mountains. Among car guys, however, any comparisons to the disorder are quickly cast aside once our khakis rub between a Kaiser-Darrin on one side and a DeLorean on the other as we navigate the ultimate wall-to-wall barn find.

The truth is, most red-blooded gearheads secretly envy a man who can spend half his life amassing a collection of over 600 vintage cars. Six hundred! That's more than Jerry Seinfeld... more than Jay Leno. In fact, you could combine their famous collections with the Petersen Museum and you would still come up short.

Therein lies the rub, however: 600 is a shedload of cars. Hackenberger is now in his 80s, and a strong dose of reality must have struck him as he realized his dream of restoring the cars and opening a museum would inevitably give way to the restraints of time. Hackenberger's revelation led to the teaming of Cleveland's JF Marketing and VanDerBrink Auctions to catalog and market a no-



reserve live auction.

Hackenberger's was an everyman collection. There were Pacers, Packards, Plymouths, Presidents, Pontiacs and even a few Porsches — and that's just the Ps. In some cases, there were multiples of cars many have barely heard of, if at all. There were a pair of Amphicars, nine King Midgets and 12 Divco milk-delivery trucks. There was a vast number of microcars, along with motorcycles, tractors, buses, wagons and buggies. This was a collection without bounds, offering surprises at every turn.

One common theme spanning the collection was the generally neglected and sometimes dilapidated condition of the cars. Most of the cars offered were project cars that may have "ran when parked" (a common phrase uttered by the auction's color commentator), but years of storage are sure to result, at a minimum, in leaky seals, rusty gas tanks and deteriorated brake lines. Apparently, the optimists ruled the day, as the prices rarely reflected the costs to recommission even the best-looking examples.

Rounding out the top sellers was a 1965 Amphicar 770 and 1969 Jaguar XKE convertible, each earning \$33,900, and a 1955 Thunderbird that managed \$28,250.

Among auction-goers, rumors flew about the cars Ron Hackenberger was going to keep. Someone was whispering about a Lamborghini (later confirmed false). His first car, a 1948 Studebaker, was most certainly a keeper. When the auction hype began last January, Hackenberger had planned to keep "around 10." By auction time, that number reportedly grew to "around 30." And the legend lives on. ♦

CANADIAN

#53R-1974 BRICKLIN SV-1 coupe. S/N: 00041AAS3000028. White/brown leather. Odo: 19,390 miles. Power gullwing doors which couldn't be opened without a hot battery. Automatic transmission, a/c, tachometer and tinted windows. Fiberglass body with poor repaint and scratches to rear bumper. Two-tone brown leather buckets show age and wear. Cracked dash. Dirty engine compartment. Years of storage have been rough. Cond: 5.



SOLD AT \$11,300. Bricklins had great-looking lines when new and could legitimately park next to a Ferrari or Lambo of the same era without looking completely out of place. Rather than marketing the cars as true sports cars, however, Malcolm Bricklin strangely chose to differentiate the model by its safety features. The model name SV-1 stood for "Safety Vehicle One" and included an integrated roll cage, 5-mph bumpers and orange side lights. Even the bright colors that could be chosen were called, "Safety Colors." Old Mal wouldn't even offer cigarette lighters so as to discourage the hazard of smoking while driving. The Bricklin was destined to be forever known as the Volvo of the sports car world. The price paid should get you a running and driving model in better shape.

CZECH

#179R-1949 TATRA T600 Tatraplan sedan. S/N: 70594. Green/black cloth & vinyl. Odo: 6,074 miles. Crispy and crusty with original paint peeling and flaking. Floors are rusted through, chrome is pitted. Cloth seats torn with rotted threads. Rear-mounted engine with a cool raised spine along the backside and small windows to view the engine. All of the fragile door-handle mechanisms are broken. I could go on and on, but there is just not enough room... Cond: 6.



SOLD AT \$24,860. This Tatra reminded me of the Bugatti Type 22 that was dragged from a

lake on the Italian Swiss border eight years ago (SCM# 156970). Both are wonderful cars with significant and rich histories and are beautiful to behold. In short, works of art destined for display exactly as they were found with nary an inkling of a restoration attempt. I truly hope the California buyer sees it the same way, as calling it "art" is the only way to justify the price paid. As a restoration project? ...All I can say is, godspeed, my friend.

ENGLISH

#92R-1957 TRIUMPH TR3 roadster. S/N: TS2061710. White/black vinyl. Odo: 16,574 miles. Mostly complete, but faded paint, rusted-out panels and dry, crispy mouse-eaten interior. Every panel has a dent. Cracked glass. A parts car at best. Cond: 6.



SOLD AT \$5,650. A pre-facelift TR3, but this one needed everything. You could just about build one from scratch using a Moss Motors catalog cheaper and without the need for a tetanus shot. Sold online to an unsuspecting bidder.

#178R-1958 SUNBEAM RAPIER 2-dr sedan. S/N: A6801616. Green & white/green & white vinyl. Odo: 34,830 miles. Tired and cheap repaint and re-upholstery. Some trim missing, other chrome held on with sheet-metal screws. Poor rubber hanging down from door frame. Cracked steering wheel. Very solid, with factory rust proofing applied to rockers and lower fenders. Cond: 5+.



SOLD AT \$8,193. The auction description stated the engine was a 4.5-liter, which would make for a rather spirited ride. Alas, this was the stock mill offering just 73 horses and 0-60 times of more than 20 seconds. Instead of stoplight challenges against Mustangs and Trans Ams, the new owner will have to settle for winning pink slips to Singer Gazelles and Hillman Minx. This was a really solid, well-built car that may be only cosmetics away from becoming a good-looking driver.

#97R-1959 AUSTIN-HEALEY 100-6 BN4 2+2 roadster. S/N: BN4L054808.

Green/black vinyl/black vinyl. Odo: 55,401 miles. Repainted British Racing Green over school-bus yellow, now faded and scratched. Some rust in the lower front fenders, but seemed surprisingly solid otherwise. It's an Austin-Healey, after all, so surprises undoubtedly lurk for the new owner. Interior shot and some trim missing, including knockoffs and various lights and lenses. Cond: 5-.



SOLD AT \$15,538. Healeys are terrific cars when right. Perfectly proportioned and excellent performance by 1950s standards. The tin worm is their enemy, and most require extensive bodywork underneath and in the lower extremities. This car appeared relatively solid, so could be a good basis for restoration. At the price paid, however, there isn't much room for surprises.

#188R-1967 JAGUAR 420 sedan. S/N: P1F26416BW. Silver/red leather. Dull and faded metallic gray paint was marred with scratches throughout. Straight, however, and appeared very solid. Seats unattached, but have been re-covered in red leather to a high quality. Original burl walnut still looks good. Cond: 4-.



SOLD AT \$9,040. The linear exterior styling of the 420 was the evolution of the prettier, more rounded Jaguar S-type that tends to overshadow this model despite the 420 being a solid car in its own right. Still a project, this particular car was a bit of a standout among the rusty, crusty hulks surrounding it. Sold for about what I would expect to pay if it were a running/driving example.

#187R-1969 JAGUAR E-TYPE Series II 4.2 convertible. S/N: 1R10586. Red/black vinyl/black leather. miles. Rust and body filler, and the interior is shot, too. Everything needs to be restored or replaced. The sanding on the bonnet looks like somebody put an hour into a restoration project. Description says the motor is not complete, but it looks to me like only the air cleaners are missing. 1993 Missouri inspection sticker. Includes hard top. Cond: 6.



SOLD AT \$33,900. Years of neglect have not been kind to this Jag. About the best I can say is that it appears complete and includes the hard top (which most would prefer to trade for a good soft top anyway). Still, I have seen worse Series I cars restored to new. Unfortunately, this is an SII, and the values just don't support it. The typo in the auction description was precious—"hard to fund and rare."

#54R-1973 RELIANT REGAL Supervan III utility. S/N: V733364. Yellow/black vinyl. RHD. Odo: 56,234 miles. Fiberglass body repainted years ago with sloppy bright-yellow paint. Re-covered seats also done to a lesser standard. Small break to the fiberglass at front right corner. Chunks of paint missing in places. Cond: 5-. **SOLD AT \$4,803.** This bright-yellow blob stuck out like a pimple on a pig, as it was parked smack between a DeLoorean and a Bricklin. A sure bet for any top-10-worst-cars list and could be the poster car for the Concours d'Lemons. Priced on the high



side, but will surely be a conversation piece at the next show 'n' shine.

FRENCH

#88R-1960 VESPA 400 convertible. S/N: 18942. Orange/tan canvas/tan vinyl. Odo: 14,910 miles. Sliding cloth top, but canvas is no longer intact. Faded original paint. Vinyl seats are brittle and torn. Gauges are rusted.



There is rust in the rockers, but it is relatively solid elsewhere. 1973 Texas inspection sticker in window. Cond: 5-. **SOLD AT \$7,063.** The 400 was the foray into automobile manufacturing by the now-famous motor-scooter company Vespa. The car's French style was portrayed as chic, but gear changes were awkward, sound-proofing poor and fuel consumption high for such a small automobile. Still, over 20,000 were sold, and the chic image lives on. This car was restorable, but not without throwing more money at it than it will be worth when finished.

#190R-1971 CITROËN DS 21 sedan. S/N: 3942573. Red & silver/gray cloth. Odo: 59,233 miles. Another 10-footer with shiny red repaint over poor prep. Seats redone in gray velour circa 1980s. While everything appeared intact, years of neglect will no doubt cause a few headaches. Cond: 5.



SOLD AT \$10,170. An automotive tour de force as developed by a famous Italian sculptor and a world-class aeronautical engineer. "Quirky" doesn't begin to describe the DS, from its hydropneumatic self-leveling suspension, to its roof-mounted taillights, virtually nothing about this car is conventional. Amateurs need not apply.

#193R-1972 CITROËN H utility. S/N: 5245407. White/brown vinyl. Straight body with mostly surface rust. Simple truck seats will need to be rebuilt, but there isn't much more to the interior. Parts will likely need to be sourced from Europe, and getting it to run reliably could be a challenge. Ran when parked. Cond: 5.



SOLD AT \$15,820. The downright simplicity of this utilitarian panel van was a stark contrast to the technology-loaded DS parked nearby. Hardly rare, with 473,000 made over a 34-year run, but not often found in the States. The opening side doors make it an obvious choice to expand your Weenie-on-a-Stick food truck franchise.

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GERMAN

#60R-1955 MESSERSCHMITT KR200 coupe. S/N: 1550093. Red/black vinyl with red piping. MHD. Odo: 4,033 miles. Lots of unobtainium original bits missing, most notably the bubble-top canopy and windscreen. Also missing gauges, emblems and other trim pieces. Aluminum side window frames and gas tank lying loose inside cockpit. Old re-paint over good body. Cond: 5-.



SOLD AT \$13,843. After a successful 10-year production run, these are hardly rare, with about 40,000 originally built. The cool factor, however, is off the charts. Made by the same Messerschmitt company that supplied the air force for Nazi Germany, the airplane-inspired details are unmistakable. The purchase—even at this price—makes sense only if you have another cheap donor from which you can make one out of the two.

#202R-1956 VOLKSWAGEN BEETLE 2-dr sedan. S/N: 1366441. Red/blue cloth. Was this a gray car with red primer, or red car with gray primer? Heh, you decide. Relatively solid body panels, but floors are rusted through. Cloth seats are loose inside, but may actually be cleaned up to a decent level if you're a preservationist. Otherwise, needs everything. Cond: 5-.



SOLD AT \$6,215. I would have loved to see this little oval-window parked nose-to-nose with the Tatra offered a few lots earlier. A huge project, and not for the faint of heart. The VW community is incredibly resourceful, but keeping within budget will prove a challenge. The winning bidder can take pride in the fact that he beat Mike and Frank from "American Pickers" to it.

#62R-1958 GOGGOMOBIL TS300 coupe. S/N: 0281237. Orange & white/red vinyl. Odo: 69,558 miles. Older cosmetic restoration with shiny \$99 Earl Scheib paint job. Decent but faded red vinyl interior. Rusted floors covered with a layer of fiberglass. Poor rubber, broken door handle and busted taillights. Plastic dash bits broken and cracked. A 10- (maybe 15-) footer. Cond: 5.



SOLD AT \$8,193. Suicide doors, which seem kind of ironic when a simple fender bender in this tiny car will land you in the hospital. Prices cover a broad range, but mid-\$20ks are certainly achievable. At the hammer price, the buyer could make out okay if (and it's a BIG if) the parts needed can be found.

#64R-1958 BMW ISETTA 300 microcar. S/N: 5009387. Red & white/green vinyl/tan vinyl. Odo: 28,962 miles. A one-owner car with original paint and interior bought new by Ron Hackenberger himself. 29k original miles. Faded paint and interior. Black electrical tape on bumper. Cond: 5+.



SOLD AT \$18,080. One of four "rolling eggs" offered at the Hackenberger auction. This one displayed a wonderful patina, as if it could tell a few stories. Everything was evenly faded and slightly worn—and it was terrific! The decision to keep a car in its original state is based on a very fine line. You know it when you see it, and this was one of them. I say, sort it mechanically and leave the cosmetics alone. As such, the price seemed about right.

#208R-1959 VOLKSWAGEN TRANSPORTER single-cab pickup. S/N: 439141. Blue & white/blue vinyl. Rusty, showing holes in the body and side gates. No engine, but transmission still present. Tailgate loose in bed. Looks complete sans engine, but everything needs to be done. Cond: 6.



SOLD AT \$8,758. This splitty was early, but oh so rough. Best to leave the body as-is and create a rat rod rather than try to restore it. It will prove a challenge either way, and the cockamamie price is just the tip of the iceberg.

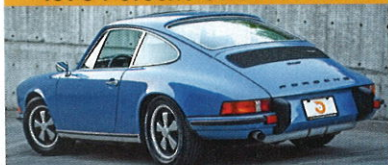
#66R-1960 BMW 600 sedan. S/N: 145-885. White/black vinyl. Original paint faded and worn. Several small dents in the door. The interior is a complete mess, having been decimated by some unknown varmints. Many parts missing, broken and in every state of



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Glovebox Notes

A brief look at cars of interest that have passed through the SCM garage. ★★★★★ is best.

2017 Lexus RC 200t coupe



Price as tested: \$50,885

Equipment: 2.0L 241-hp turbo DOHC I4, 8-speed automatic, heated and ventilated front seats, keyless entry, F Sport Package.

EPA mileage: 22/32

Likes: Aggressive, sleek styling. Comfortable and cozy high-quality interior. Relatively few driver aids and they are not intrusive. Suspension offers a perfect combination of luxury and sport.

Dislikes: Underpowered and too much turbo lag. Slight bit of dead pedal is noticeable during hard acceleration. Touchpad infotainment system is cumbersome. Eight speeds is too many for such an underpowered engine.

Fun to drive: ★★★

Eye appeal: ★★★★★

Overall experience: ★★★½

Verdict: This has the makings of a great car but it's lacking in two huge areas: power and the touchpad user interface. Looks are what you are paying for on this car. Skip the 200t and go to the more powerful 350 or even better, the RC-F.

— Chad Taylor

2017 BMW X4 M40i



Price as tested: \$67,495

Equipment: 3.0L BMW M-Performance Twin-Power Turbo I6, 8-speed sport automatic, xDrive AWD, vented disc brakes with Dynamic Brake Control, Technology Package with navigation and HUD.

EPA mileage: 19/26

Likes: Turbo inline six with 355 hp makes this feel more a 3-series than SUV. Great transmission. Surround view camera is useful when parking and avoiding curbing the 20-inch wheels.

Dislikes: Fastback-styled rear end. Brutally stiff ride. Rear window gives almost no sightlines for what is going on behind you, making driving aids vital.

Eye appeal: ★

Overall experience: ★★★

Verdict: BMW has done a great job making a great-driving car, but other than that, the X4 does not offer much. If you're truly looking for something more stylish and still fun to drive, I would choose the Porsche Macan or a Jaguar F-Pace.

— Chad Taylor

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disrepair. The motor was lying in the front footwell. The auction description was precious, as it sheepishly stated, "There is a tail-light missing." Cond: 6.



SOLD AT \$7,910. Not rare, but not considered a sales success by BMW, with about 35,000 made between '57 and '59. This particular example left a lot to be desired. I held my breath as I tipped my head into the car so as not to contract Hantavirus from the critter poop that was everywhere. It was as if six generations of raccoons used the little Bimmer as their outhouse while they likely slept in the spacious Cadillac ambulance parked three cars down the row. This seemed like an expensive parts car.

#104R-1960 BORGWARD ISABELLA coupe. S/N: 367201. Green/white & brown vinyl & cloth. Odo: 99,516 miles. Ran when parked. Solid body with replaced driver's side fenders. Seats restored with velour inserts. Dash has piano-key switches and looks very good. Interior wood will require restoration. Faded lenses and pitting chrome. Extra trim in trunk. A good solid candidate for restoration. Cond: 4-.



SOLD AT \$10,170. It struck me that the Borgward Isabella may be what happens when a Karmann Ghia and a Studebaker get together. On one hand, the look of the swoopy fenders, cut-down doors and delicate roof is purely European. On the other, its bulbous, wide stance and the huge "rhombus" on the grille seemed more of a New World influence. Fresh concours-level examples can fetch upwards of \$30k. This one has a long way to go to reach that level, but the price paid leaves some room for the buyer.

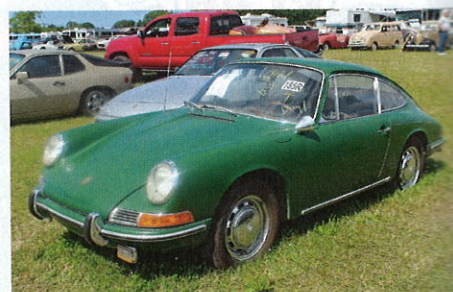
#47R-1965 AMPHICAR 770 convertible. S/N: 106523457. Eng. # 103652. Blue/white vinyl/blue & white vinyl. Odo: 1,544 miles. Original paint and interior now looking tired and deteriorated. Top is dry with cracks and splits. Poor rubber and pitted chrome. Rust in

quarter panels. Carswell Air Force Base sticker on the bumper. This was the much nicer one of two offered (the other sold for \$14,690). A realistic project, but needs everything. Cond: 5-.



SOLD AT \$33,900. The model "770" optimistically refers to its maker's goal of achieving 7 knots on water and 70 mph on land. While the Amphicar excels neither as a boat or car, it represents a brilliant compromise. In 2006, a better-than-new example raised some eyebrows when it sold in a bidders' war for \$124k (SCM# 1565138). This was the proverbial tide that lifted all vessels, and suddenly these half-car, half-boat contraptions gained newfound respect. Today, very good examples have settled in at \$60k to \$70k. While this car seemed like a worthy project, it would be difficult to avoid going overboard at the price paid.

#185R-1967 PORSCHE 912 coupe. S/N: 686606G. Green/black vinyl. Odo: 12,985 miles. Reportedly an Arizona car with rusted-out floors and bubbling below the passenger's side rear window. Pitted chrome, cracked rubber, a split seam on the driver's seat, and the vinyl on the dash is curling and torn. Cond: 5+.



SOLD AT \$28,250. The oxidation makes this original-paint car look like the ideal barn find. Given the long-term storage, you might even talk yourself into the idea that the 13k miles on the odometer are original. The masking-tape lines along the edges of the chrome, however, suggest a long-ago repaint, which sort of suggests the odometer has turned as well. The online buyer may have some surprises in store, and not in a good way. Very well sold.

#214R-1976 MERCEDES-BENZ 450SL convertible. S/N: 10704412028860. Yellow/brown MB tex. Odo: 18,298 miles. Paint is oxidized, but not beyond revival. Small scrape on passenger's side rear fender. Deteriorating sheepskins may have saved the seats. Melted duct tape seems to have become one with the

side Retired Employees sticker on
Cond: 4-.



1,300. 450SLs seem to be search-
price levels as of late, energized
in values of the earlier Pagoda
at sub-\$10k examples are still
ultra-low-miles examples can
40k. If the believable 18k miles
ained legit, and it can be made to
fairly easily (hey, I'm an opti-
ld prove a bargain.

DELOREAN DMC-12 coupe.
6T6BD004304. Stainless
ter. RHD. Odo: 18,298 miles. A
n parked, but years of neglect
r toll. Cracked leather and dash.
ers faded and worn. Hydraulics
the driver's door open. Last
as in 1998. Manual transmis-
y wheels. Miles believed origi-



90. This one is going back to
Ireland after it sold to an
ated in Belfast, according to
fter sorting it mechanically,
ively, softening the leather,
dash (no easy task), the
with a pretty desirable 18k-
Ultra-low-mile cars can
something north of \$40k for
shed doesn't seem like a
too many wild cards, how-
s what gremlins (wrong
beneath.

A ROMEO SPIDER Ve-
S/N: ZABRA5589H104-
t canvas/brown leather.
Original paint faded. Body
ng the driver's side. Worn
t torn leather, dirty interior
hanging from the dash.
to rust out. Black rubber

bumpers and spoiler faded. Looks like it got
more than its fair share of hot sun. Cond: 4-.



SOLD AT \$6,780. Sure, it's a Veloce, but
c'mon! For another grand, you could buy a
well-loved running version without all of the
issues noted above. Fully depreciated and on
the upswing, but there are lots of good low-
mile examples to choose from without having
to settle for the likes of this one. Very well
sold.

JAPANESE

**BEST
BUY**

#109R-1968 SUBARU SAMBAR
pickup. S/N: K15313867. Yellow/
black vinyl. Yellow paint is faded.

Surface rust, but generally solid. Rubber hang-
ing down from the door. Dropside gates.
Finned alloy wheels. Engine appears intact.
Cond: 5.



SOLD AT \$4,520. I can see this little pickup's
future delivering luggage to the plane at the
airport. Nice ones can go for \$15k. Believe it
or not, this one doesn't seem that far away.
There isn't much to this little truck, as the body
is 90% of it and this one is solid, providing an
excellent starting point. A good buy.

AMERICAN

#145R-1932 STUDEBAKER DICTATOR
coupe. S/N: 9018584. Dark green/tan mohair.
1960s restoration showing its age. Handsome
model with high-end features such as side-
mount spares, wood-spoke wheels, oval
Studebaker headlights and luggage rack. Bare
trunk interior, delaminating and cracked glass
and chrome shows small dents and pits. Faux-
wood interior trim holding up well. Cond: 5+.
SOLD AT \$21,470. Had this been a larger-
wheelbase President model, it may have been
worth re-restoring. As a mid-level offering, it
would be hard to justify the expense. Best to

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#67R-1939 AMERICAN BANTAM ROADSTER. S/N: T202809. Yellow/black vinyl. Odo: 44,717 miles. Rough body with poor repaint. Continental kit on back. Strange strips of curved wood in the top—well, that may have been used in an effort to manufacture top bows. Some trim missing. A project. Cond: 5.



SOLD AT \$9,605. An adorable American microcar conceived by Roy Evans after his also-tiny American Austin failed in 1934. Its charming attributes that included diminutive size, economical fuel consumption and loads of fun sadly did not translate into sales success. Hard to find today; this car would make a worthy project or, with some horns applied to the grille and an Aoogahhh horn, a fun parade clown car.

#69R-1941 KING MIDGET MODEL I racer. S/N: 816805. Blue/black vinyl. MHD. miles. Rough condition. Missing engine cover and other small bits. Air-cooled Wisconsin lawn-mower engine. Chassis showing some rust. Cond: 6.



SOLD AT \$3,616. This first model King Midget was developed as an inexpensive, affordable car that nearly anyone could buy. It was first sold via mail order as a single-passenger kit car in which any single-cylinder engine could be installed. This example was in rough condition and not for the faint of heart as a restoration project. Expensive, given the condition, but if you can discover a Hollywood connection with Spanky and "Our Gang," you could double your money overnight.

#36R-1942 STUDEBAKER M29 WEASEL utility. S/N: 3HK29187. Red primer/red metal. No title. No top. Champion six engine and 3-speed hi/lo transmission. Paint is vintage Rustoleum Red applied via rattle can inside and out over a metal body that looks like it has seen at least two world wars. The metal tracks appear to be complete and mostly intact. The only thing not made of metal is the windshield, which is good, but I'm guessing is not on its first go-around. Cond: 5-.



SOLD AT \$5,085. No Studebaker collection is complete without one of these babies. Built for the WWII effort to transport troops across snowy northern Europe. It produces very little ground pressure on snow and came in an amphibious version as well. Going flat-out on

land, it could reach speeds of 36 mph, making it rather quick when compared to, say, a tank. The perfect vehicle to escape the impending zombie apocalypse.

#114R-1953 HUDSON HORNET 2-dr sedan. S/N: 232735. White/white & blue cloth & vinyl. Odo: 71,361 miles. 308-ci I6, 2x1-bbl, auto. Listed in catalog as a 1956. All-original, untouched barn find. Chrome is badly pitted and rusty. Body looks very solid until you inspect the bottoms of the doors, which are completely rusted out. Missing headlight and has broken signal lenses. Missing side trim. Cond: 5-.



SOLD AT \$3,955. It was refreshing to see a Hornet that hasn't been chopped, channeled, lowered or rodged. However, that will probably be this one's future, as a restoration to original won't provide an upside. This looked like it was pulled directly out of a Midwest farmer's barn.

#139R-1954 KAISER-DARRIN MODEL 161 roadster. S/N: 161001319. White/red vinyl. Odo: 67,939 miles. 161-ci I6, 2x1-bbl, 3-sp. Previous owner removed the trim and paint from the fiberglass body, so it probably looks worse than it actually is. The trunk is full of trim, much of it rechromed. Includes rare removable hard top manufactured by Dutch Darrin as an aftermarket part when his relationship with Kaiser ended. It will require some work, as it doesn't seem to fit naturally into the well. Cond: 5-.



SOLD AT \$22,600. One of the star cars of the collection, but this one is a crap shoot. Picking up somebody else's restoration project halfway through is a recipe that is fraught with peril. Inevitably, something is missing, be it a horn button or a hubcap, and the owner will look hard and long for a replacement. These are \$100k-plus cars when restored right, but it may be a long hard road getting there.

#38R-1955 FORD THUNDERBIRD convertible. S/N: P5FH194573. Yellow/yellow & white vinyl. Odo: 109,547 miles. V8, 2-bbl, auto. Correct hard top for '55 without the port-hole. Accessory wire hubcaps. Older cosmetic restoration with mediocre paint over masked

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—but not removed—chrome. Now showing chips and small spots of surface rust. 1986 Texas inspection sticker on the window. Dirty engine compartment, wet carpets, pitting chrome. Photographs much better than when experienced in person. Cond: 3-.



SOLD AT \$28,250. Acquired years ago by Hackenberger from The Alamo Classic Car Museum. A 10-footer, for sure, but I'm not even talking about the quality of the restoration (for which the term is also an apt descriptor). The smells wafting from the interior made you wonder if you were standing downwind from a San Antonio sewer in the middle of July. The musty, moldy odor gave a whole new meaning to the phrase "Remember the Alamo!" A well-sorted #2 condition car can be bought for the price paid here. Well sold.

#56R-1960 NASH METROPOLITAN hard top. S/N: E67728. Cream & white/black & white vinyl & cloth. Odo: 55,901 miles. Original miles are believable. Decent paint except for a bad scratch on the passenger's side front fender. Continental kit, AM radio, small rear bench seat. Cloth seats are soiled, but look like they would clean up nicely. Cond: 4-. **SOLD AT \$7,910.** Easily the best of the five Metropolitans offered today. Cute, yet sensible. The perfect car for a 20-year-old plaid-skirt-wearing young lady working her way up in the big city. Lois Lane drove the larger-wheelbase Nash Rambler, but you get the idea. This was a nice-looking car. Strong money, but its simplicity, combined with in



expensive parts and strong club support, may have made it worth the bet.

#39R-1965 FORD MUSTANG convertible. S/N: 5F08C312681. Blue/white vinyl/black cloth. Odo: 30,858 miles. 289-ci V8, 4-bbl, auto. C-code car with the entry-level engine and automatic transmission. AM radio and manual top. Poor paint, rough bodywork with bondo and rust in body and floors. Top and interior are shrunk, brittle and torn. Oddly, most of the bolts holding the front fenders were missing. Chrome pitted. No carpet or sill plates. Some missing parts. Four flat tires. Cond: 5.



SOLD AT \$6,780. Sure, it's a mess, but there was a time when I might have been drawn to a car like this. After all, the aftermarket parts are so plentiful that you can practically build one from a bare frame. Ah, but I'm older and wiser now. It can probably be made right with enough time and money, but I'm running out of both just looking at it. No way can you come out ahead on this.

#196R-1974 AMC GREMLIN X hatchback. S/N: A4A465H252979. Yellow & orange/brown vinyl. Odo: 26,890 miles. 304-ci V8, 2-bbl, auto. Sun exposure has made the orange decals proclaiming the "X" package nearly illegible. Original yellow paint faded to match. Sheepskins over dry and peeling vinyl seats. Wires hanging from under the dash. Cond: 5.



SOLD AT \$7,571. Designed on the back of a napkin by Dick Teague as an AMC Hornet with the back lopped off. The "X" appearance/equipment was a \$300 trim package, but in this case, the original buyer also opted for the optional V8 to back up the stripes. These cars have become the punching bag of the automotive world, but I'd take one all day over its contemporary Pinto and Vega alternatives. Sold on the high side of current values, but it would be difficult to find another with these specs.

#51R-1985 OWOSSO MOTOR CAR CO. PULSE AUTOCYCLE coupe. S/N: 6PJ1M00000000099. White & blue/plexiglass/black vinyl. MHD. Odo: 7,932 miles. Unusual three-wheeled vehicle powered by a Yamaha motorcycle engine resembling an airplane, with sliding cockpit door and outriggers for balance. Apparently used as a used-car-lot promotional item, painted with blue flames and the words "E-Z Financing." Looks pretty good from the outside, but slide open the fighter-jet-inspired cockpit and discover that critters have performed a blitzkrieg on the interior. Cond: 5-.



SOLD AT \$16,950. About 360 Pulse vehicles were produced from 1982 to 1990. The model evolved slightly over time but remained true to the basic concept. A 16-foot custom frame is used with a fiberglass body, powered by a motorcycle engine. With all of these tasty cars, Hackenberger would have done himself a favor to invest in a couple of barn cats. The entire interior of the Pulse was chunked up into bite-sized pieces. I'm not sure what might still be lurking under the dash, but I certainly wouldn't volunteer to change any fuses. Prices are all over the board, but the best examples reach the low-\$20k range. As such, this seemed like all the money. ♦

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