



The Richard Burdick Collection Auction.

87 Vehicles. No Reserve.

March 3, 2012 · The Rosanky Central Texas Museum of Automotive History

1933 Duesenberg Model J,
Body by Franay, "Sunroof" Sport
Berline Sedan "Queen of Diamonds"



1934 Duesenberg Model SJ
Four-Door Phaeton
in the Style of Derham



The Central Texas Museum of Automotive History was founded by Dick Burdick in 1980 as a 501(c)3 non-profit educational foundation and was dedicated to the collection, restoration and preservation of historic automobiles, accessories and related memorabilia. It is over 40,000 square feet, climate controlled building and rests on approximately five acres.

The collection traces the development of the automobile and its effect on the social and economic climate of much of the world. It traces the evolution from the high wheelers and steam buggies of the turn of the century through the boxy utilitarian cars of the late teens and twenties, the classic era of the late 20's, 30's and 40's, the dream machines and land yachts of the 50's, 60's and 70's, as well as the transition of the highly efficient aerodynamic sport and passenger cars.

It is a one-of-a-kind collection that began with the first vehicle Mr. Burdick purchased in 1970 and a destination for anyone with a love for collector vehicles and the automotive industry's glory days.



The Richard Burdick Collection.

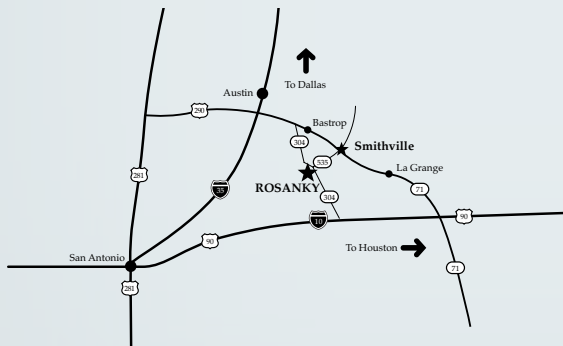


presents

The Richard "Dick" Burdick Central Texas
Museum of Automotive History Collection

Auction

March 3, 2012 • 10 am
The Rosanky Central Texas Museum
of Automotive History
2502 Highway 304 • Smithville, Texas



PREVIEW

February 17 through March 2, 2012
10:00 am to 5:00 pm (Sundays, noon to 5:00 pm).
Call 866.495.8111 to schedule an appointment.



RICHARD (DICK) BURDICK

Founder, Central Texas Museum of Automotive History

When one begins to describe Dick Burdick of San Marcos, Texas many words come to mind, successful businessman, avid classic car collector, museum curator, community leader are only a few of the accolades Burdick has earned during his over 50 years in business. He is the founder of Thermon Industries, a powerhouse in the heat tracing business which provides products and services that keep liquids at specific temperatures. Burdick built the company into a global force with offices throughout the United States in Texas, California, Delaware, Louisiana and North Carolina. International manufacturing and engineering offices are in 12 other countries, including India, Japan, New Zealand and Russia.

Aside from his established corporate career, Burdick's passion for collecting classic cars has resulted in him owning one of the best car collections in the world. It is so extensive that he opened two museums over his years of collecting, the Central Texas Museum of Automotive History which opened in 1981 in Bastrop County near Rosanky, Texas and Dick's Classic Garage in San Marcos, Texas which he opened in 2009. His stories about each car are as entertaining and interesting as the cars themselves. Burdick began collecting in 1948 when he purchased a yellow 1948 Buick Roadmaster convertible after he got out of the Army. Although he sold that automobile he was bitten by the classic car collecting bug and the rest is history. Burdick continues to enjoy a long relationship with Boy Scouts of America, having risen to the top ranks and served in many post that have taken him around the world on behalf of BSA. Burdick is married to Johnnie Burdick and they have 6 children.



DANIEL KRUSE, CAI

Chairman / Auctioneer, Dan Kruse Classics
TxE 7674

Daniel Kruse is an auctioneer, successful businessman and collector with over 40 years experience. Named by Auction World Magazine as one of the top "Most Influential Auctioneers" in the world, Kruse combines a spirit for collecting with an incredible wealth of knowledge regarding the industry. Kruse began his auction career at the age of 18 in Auburn, Indiana. He later moved to San Antonio, Texas where he has been for the last 30 years. Kruse currently oversees Dan Kruse Classics, a collector classic car auction house and Kruse Asset Management, a private brokerage firm specializing in oilfield equipment. During his 40+ years as an auctioneer, Daniel has converted billions at auction throughout the world and has represented museums, collectors, classic car owners and automobile enthusiasts while providing appraisals, sales, liquidations and advice.



Dan Kruse Classics is a family-owned collector car auction company located in San Antonio, Texas. DKC has been responsible for successful collector car sales since 1972. Each year the company participates in multiple auction events in Texas and the U.S. Dan Kruse Classics is privately held and is managed by Dan as well as his daughters Tiffany, Tedra and Tara.



The Richard Burdick Collection.

*87 Vehicles. No Reserve. 92 Total.
Over 100 Museum Collectibles & Memorabilia.*

CHECK-OUT

All vehicles and collectibles must be off property by 5 pm Monday, March 5

BUYER'S PREMIUM

10% on Vehicles · 15% on Collectibles

BIDDER'S REGISTRATION

\$100.00 (includes 2 entrance passes). Please read terms and conditions of sale on website. Cash buyers require a \$2,500 cash deposit when registering to bid. Acceptable forms of payment are cash, cashier's checks, JJ Best financing, and personal/business checks accompanied by an irrevocable bank letter of guarantee.

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Absentee as well as telephone bidding is available. Please call for details.

MAJOR CREDIT CARDS

Major credit cards may be used to purchase memorabilia items ONLY. We regret we will not be able to expect credit cards for vehicle purchases. (See acceptable forms of payment above.)

TRANSPORTATION

Contact Passport Transport at 800.325.4267



CLOSEST AIRPORTS

From Austin-Bergstrom International Airport (AUS)

From airport start out west on Presidential Blvd. Take Presidential Blvd toward Ticketing/ Curbside Check-in. Keep right and at the fork, continue on Presidential Blvd. Merge onto TX-71-E and proceed for approximately 19.9 miles. Take the ramp toward TX-304 S/Ed Burleson Lane and stay straight to go onto TX-71 W. Turn slight right onto TX-304 for approximately 12.2 miles. The museum is at 2502 Highway 304. Look for posted signs.

From San Antonio International (SAT)

From airport start out going south on Airport Blvd toward S Terminal Dr. Turn left onto NE I-410 Loop. Merge into I-410 E/I-410 Loop S toward San Antonio which is approximately 3.4 miles, then keep left to take I-410 S/I-410 Loop S via Exit 163. Merge onto I-10 E via Exit 33 and proceed toward Houston for approximately 62.3 miles.

At Exit 642 (TX-304) go towards Bastrop/Gonzales. This will be a left turn. Proceed on TX-304 for approximately 23.2 miles to the museum at 2502 Highway 304. Look for posted signs.

PRIVATE AVIATION

Smithville Crawford Muni Airport (84R) 4,000' x 75' runway
Giddings-Lee County Airport
Fayette Regional Air Center Airport
Lockhart Municipal Airport
Taylor Municipal Airport

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Hampton Inn & Suites 512.321.2898
240 S Hasler Blvd
Bastrop, Texas 78602

Holiday Inn Express Bastrop 512.321.1900
491 Agnes Street
Bastrop, Texas 78602

AREA HOTELS

Hyatt Regency Lost Pines Resort & Spa
512.308.1234
9575 Hyatt Lost Pines Road
Lost Pines, Texas 78612

Comfort Suites Bastrop 512.321.3377
505 Agnes Street
Bastrop, Texas 78602

Hilton Austin Airport 800.230.4134
(Approximately 29 minutes from museum)
9515 Hotel Dr
Austin, Texas 78719

Best Western Bastrop Pines Inn
512.321.0900
107 Hunters Crossing Blvd
Bastrop, Texas 78602

AREA BED & BREAKFASTS

Pecan Street Inn 512.321.3315
1010 Pecan Street
Bastrop, Texas 78602

Blue Herron 512.789.9597
583 Union Chapel Road
Cedar Creek, Texas 78612

Magnolia Inn on Main 512.303.1140
703 Main Street
Bastrop, Texas 78602

Elm Street Inn 512.581.1341
The historic Manlove/Chambers House
502 Elm Street · Bastrop, Texas 78602

FOOD & BEVERAGE

Private vendors will be available throughout the day for your pleasure.

PROVENANCE OF VEHICLES & TERMS & CONDITION OF SALE

All items are sold "As Is, Where Is, With All Faults" and without guarantee or warranty of any kind, either expressed or implied. Information in this brochure and on the website has been generated by the seller and representatives from Dan Kruse Classics, and is merely a guide, subject to change and neither Dan Kruse Classics, the seller, it's advertising agency, nor publishers shall be liable for errors. Please preview the vehicles prior to the auction.



NEED ASSISTANCE? We are here to help!
Contact Tiffany Kruse at tiffany@kruseclassics.com or 866-495-8111.

TxE 7674 Daniel J. Kruse, CAI, Chief Auctioneer



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The Richard Burdick Collection.



LOT NO. 1

1901 Holsman Model #54 "High Wheeler" Rear Entrance Touring Car

*5 HP, Horizontally Opposed 2 Cylinder Engine,
Rope Drive
Chassis No. 1598*

One of the most successful early brands of horseless carriage in the USA was Holsman, who offered a relatively powerful engine for the day and with its tall, high wheel stance, appealed to those living in the country where horse drawn buggies were able to ply through the rough roads. This example features a very rare rear entrance touring car that could seat up to three people comfortably and appears to have been restored a number of years ago. Steering is done through a tiller and braking is reported to be adequate for a car that would probably have a 15 mph maximum speed. This design inspired a number of other pioneer carmakers of the day. It is a complete vehicle that has been a member of the museum for many years. We also believe that it would qualify for a London to Brighton run. This is a rare opportunity to own a very early 20th Century motoring vehicle.

Please Note: Our research indicates that this vehicle may be a 1903 model year, however the title reads 1901.



LOT NO. 2

1903 Stanley Steamer Model C Runabout

*6.5HP, 2-Cylinder Steam Engine
Chassis No. 307*

In the early part of the 20th Century, steam powered cars were quite popular and in 1906, Fred W. Marriott, Stanley's chief mechanic, piloted a steamer to the land speed record. Established in 1901, Stanley Steamers became the industry leader for this mode of transportation and every year saw more improvements. This vintage example was set up to handle four passengers, riding on the 28" x 3.00" tires. Front seat passengers had an unobstructed view of the road ahead and either person could steer the car through a centrally mounted tiller. With a leather front piece and fenders fashioned from wood, this little runabout could probably attain speeds in excess of 40 mph, but be wary of those ancient brakes. Wearing a smart wicker basket ready for a picnic and the vintage kerosene powered Neverout brass lamps, the perfect car for a spin. It should be noted that this car has been idle for many years and before steam operations, it should be completely checked out by an expert with these cars. Alternative fuel from nearly 110 years ago, this Stanley Steamer is a rare opportunity for the discerning collector.

The Richard Burdick Collection.



LOT NO. 3 1905 Cadillac Model F Touring Car

9 HP, 98.2 cid, 1 Cylinder Engine
Engine No. 23306

From the beginning, Cadillac's chief engineer, Henry Leland, made sure that precision in manufacturing would result in a dependable motorcar. It might cost a little more at the start, but if a cylinder bore was more than 1/1000th of an inch off, it was discarded and one a bit closer to perfection was used.

With this degree of perfection it is no wonder Cadillac would become known as the Standard of the World. This delightful car appears received a full restoration a number of years ago and is complete including a pair of Orient brass lights from Dietz with a single Solar brand rear light. Mounted on the rear of the car is a spare tire ready for the eventual blowout, while electrical power was supplied via the Connecticut Telegraph & Electric company box.

On display for many years in the museum, the simple mechanics of this car should make it a snap to get back on the road for some high adventure and motoring fun.



LOT NO. 4 1906 Bugmobile Model A Runabout

1 Cylinder, 3.5 HP Briggs & Stratton Engine,
Chain Drive
ID No. WN60601348

While the intentions of the person who named this car might have been to imply that it was a motorized buggy, the final result was one that makes a person scratch their head and say why. In business for just a couple of years, the Bugmobile was headquartered in the Chicago, Illinois area, and despite its name employed a number of advanced design features for the day.

When this car was located the original horizontally opposed two cylinder engine and final drive had been lost to the ages. Restored using locally fabricated gearing and axles and a 1980's era B&S engine.

With solid rubber tires and employing a tiller steering system this car would be a delight for anyone to own, either to use as a parade vehicle or as a display car to promote a business or organization, this is one car that won't drive you "buggy".

Please Note: Our research indicates that this vehicle may be a 1908 model year, however the title reads 1906.



LOT NO. 5 1906 International Harvester Auto Wagon Model A Depot Hack

15 HP, 196 cid Horizontally Opposed 2-Cylinder Engine,
Chain Drive
Engine No. 27113EC

This is a very unique and quite rare example from one of the most respected names in American trucks, International-Harvester located in Chicago, Illinois. When new, it was advertised to be able to carry up to 800 pounds, and from the looks of the components, we think that number is a very conservative figure. Featuring an older restoration among the many features of this truck is the front end sheet metal formed out of sheets of copper with one of the hood panels as well as the radiator face-plate carrying the "International" name in script. It also features a pair of original International brass headlights plus a vintage rubber squeeze-bulb operated Tally-O-Horn.

The body appears to have been constructed at the time of restoration but much of the original supporting hardware appears to be the same vintage as the engine and chassis. On those big solid rubber tires it is impossible to know where this truck might have served, but it can be assumed it had a big hand helping to build a better tomorrow for the world in the early 20th Century.

Please Note: Our research indicates that this vehicle may be a 1914 to 1916 model year, however the title reads 1906 International.

The Richard Burdick Collection.



LOT NO. 6 1908 Maxwell Model LC Runabout

14 HP, Horizontally Opposed 2-Cylinder Engine, 3-Speed Transmission, Chain Drive
Engine No. 1705

Probably one of America's favorite early economy cars, the Maxwell was known for its simple, yet effective engineering. Considered to be light-weight, this example is perfect for a party of two. One of the first cars to use a steering wheel, it was a cozy ride, and with simple mechanics usually meant that whoever was riding in a Maxwell got to their destination safely. Founded in 1904, a tragic fire destroyed the original factory in 1907. However, before the 1908 models were ready to roll, a modern, state-of-the-art facility was up and running in New Castle, Indiana. This particular car appears to have been the subject of a quality restoration a number of years ago. On display in the museum for quite some time it appears to need little more than some TLC to get it in full running order. Fitted with original brass cowl-lamps and a tool-box mounted on the rear deck, this car could be a lot of fun to own and drive. The Maxwell brand would remain a producer of automobiles up into the 1920's when it was absorbed by the young Chrysler Corporation and would eventually form the basis for the Plymouth brand. For many years after Maxwell had left the automotive theme its name was kept alive by comedian Jack Benny, which led many collectors to add one of these iconic horseless carriages to their collection.



LOT NO. 7 1910 Empire "The Little Aristocrat" Sportabout Model 20

20 HP, In-Line 4-Cylinder "T-Head" Engine,
3-Speed Transmission, Chain Drive
Chassis No. 2394

This car was developed by four prominent automotive pioneers including Arthur Newby, Carl Fisher, James Allison and Robert Hassler. Home for this new make would be Indianapolis, Indiana, and three of those gentlemen also had another business interest in town, the new Indianapolis Motor Speedway. In December 1909, after the track had been paved with bricks, the first car to take a spin on this new course was the first Empire off the line. With the looks of a more powerful sports car like a Mercer or Stutz Bearcat, this little roadster is the cat's meow. Finished in bright yellow with black pin-stripe, it also features black leather bucket seats and its original cast aluminum step-plates. Lighting was supplied by a full Presto-lite system, another company owned by Fisher, and is fitted with Victor headlights. With 12-spoke wooden wheels featuring large 33" x 4" tires, it means business. A vintage Jones Speedometer mounted on the car shows just 220 miles, which are believed to have been accumulated since the vehicle's full restoration. Among other brass appointments are a pair of operating cowl-lights, brass horn and shifting levers plus guides. Sure to turn heads wherever it is shown, as well as appreciate in value, this is a rare opportunity to acquire a sporty edition from America's brass era.



LOT NO. 8 1910 E-M-F Model 30 Runabout

30 HP, In-Line 4-Cylinder T-Head Motor,
3-Speed Transmission
Engine No. 31990

Taking its name from the first initials of the three founders last name, the EMF got a bad rap from the beginning by being used as an acronym for such things as "Every Mechanics Friend" or "Every Morning Fixit". In truth, the EMF was a very good car for its day and the men behind it were tops in their field. Barney Everitt had done quite well in the early body business, William Metzger's expertise in sales had taken Cadillac to its leadership position and Walter Flanders understood production having helped Henry Ford get his company up to speed. This sharp little runabout appears to have been lovingly restored a number of years ago and is well appointed from the original EMF-30 brass headlights to the Jarvis winged "Water Meter" radiator ornament. It is even fitted with a Haven clock and vintage Jones combination speedometer and odometer, which indicates 4,224 miles. Through a marketing agreement, Studebaker had a hand in the sales and distribution of the car and today the EMF is considered a part of that automaker's legacy. With just a little work this car could be up and running ready for rallies or car shows, giving you a chance to buy a 102 year old legend.

The Richard Burdick Collection.



LOT NO. 9 **1911 Buick Model 14B "Buggyabout"**

*14.2 HP, 127 cid, Horizontally Opposed 2-Cylinder Motor, 3-Speed Transmission, Chain Drive
Chassis No. 14B466*

By 1911, the Buick automobile had been established as a leader in the industry and its position within the new General Motors Corporation as a builder of quality automobiles was well-known. While most of the production was dedicated to larger 4-cylinder cars, there had been a hope to capture some of the lower-price market by keeping smaller 2-cylinder models in production. The Model 14 and 14B would be the last of those efforts. Finished in gleaming white this compact model, called the Buggyabout by Buick, appears to have been restored only a few years back. Featuring a gas lighting system, brass is quite prevalent on this car including the original radiator, which feeds each cylinder head independently, and was produced for Buick by the Rome-Turney Radiator Company. This would make an excellent addition to a collection of brass era vehicles or for the Buick collector looking for a significant member of this marque's illustrious past.



LOT NO. 10 **1912 R-C-H "Twenty-Five" Touring Car**

*22 HP, In-Line L-Head 4-Cylinder Motor, 3-Speed Transmission, Shaft Drive
Chassis No. 8460*

It is interesting that there are a number of early automotive founders who left the company that bore their name so that they could pursue the vehicle of their own design rather than that of the investors and directors. One such person was Robert C. Hupp, who had been at the forefront of the founding of Huppmobile in 1909. Based on sound designs and high production quality the new Huppmobile was a success but bigger, better, more expensive cars were ordered by the board. Hupp left and after a legal battle ended up using his initials as the name of his company, much as in the fashion of Ransom E. Olds or Harry C. Stutz. The new R-C-H was founded in 1912. This is one of his first examples, which features an engine of his own design. It was a rather advanced car for its day with the newly developed Hanna Self Starter being one of the biggest draws, to the five lamps being standard and demountable 32" x 3" wheels, all for a price starting at \$850.

This tourer appears to have been given a cosmetic restoration a number of years ago and is a former member of the Harrah's Automobile Collection. There are very few R-C-H cars left, and this would be a rare opportunity to own a piece of unique history.



LOT NO. 11 **1913 Regal Twenty Five Underslung Roadster**

*22.5 HP, 199 cid, L-Head In-Line 4-Cylinder Engine, 3-Speed Transmission, Shaft Drive
Engine No. 7048*

Long before Buick ever used this name, Regal was a respected member of the automotive scene. Endurance in the early days of motoring was extremely important and the little Regal, founded in 1908, had proven itself in 1909 when a model nicknamed the Regal "Pluggger", was driven from New York to San Francisco and then across the country several more times for a total of 22,000 miles, quite a feat in the days before Interstates and paved highways. This little roadster appears to be mostly original and is built for the open road. With its low-slung chassis and body, you ride closer to the ground than most cars of its day. It appears to have had a spare tire mounted on the rear deck at one point. With its open-air seating, this is a chance for you to put on your helmet and goggles and enjoy some real motoring excitement. Finished in black with blue pinstripes and matching wood spoke wheels the uncomplicated mechanics of the day should be relatively easy to bring it up to running order.

The Richard Burdick Collection.



LOT NO.12 **1913 REO "The Fifth"** **Four-Door Touring Car**

*30/35 HP, In-Line F-Head 4-Cylinder Engine, 3-Speed Transmission, Shaft Drive
Engine No. 44589*

When Ransom E. Olds left the Oldsmobile Company in 1904 for "certain reasons" as a young GM's PR department declared, he set out to build the cars he felt should be produced. He would do what few others could do and that is achieve success in his endeavors. In 1909 he introduced his first 4-cylinder model, and like many of his earlier developments this was well engineered. Olds had invested nearly a quarter-century in the business and considered this to be his "farewell" design. When the "Fifth" was put into production it featured such advancements as worm and sector steering gears with steering wheel on the left, multiple disc clutch and center shift control.

This touring car was one of 7,467 produced during the 1913 season, and stands as a testament to the quality of its construction. Given a light cosmetic restoration a number of years ago it has been an important part of the collection for over two decades. Reportedly this car has been run in recent years and with just a bit of work could be ready to ply the highways. Finished with an ivory paint job, black leather seats and with a heavy top in dark brown, it is wearing a set of 34" x 4" Firestone "Non-Skid" tires on the original wood spoke wheels. It will be giving its new owners many years of enjoyable antique motoring adventures.



LOT NO. 13 **1914 Ford Model T Roadster**

*22.5 HP, L-Head In-Line 4-Cylinder Engine, 2-Speed Planetary Gears, Shaft Drive
Engine No. 694774*

No other single car in history introduced the world to the adventures of motoring than Henry Ford's Model T. As these cars became more popular, he devised ways to make them cheaper to build and cheaper to own, while maintaining a level of quality and reliability. It was pretty bare-bones to say the least, but the Model T lives on today as an all-time favorite. Early models or those with brass radiators, are among the most desired by collectors such as this little roadster. This car appears to have been a full frame-off restoration with the sheet metal as straight, if not more so, than when it was new. With the body finished in olive green and fenders in black, a prettier picture of Americana would be hard to beat. On the left running board is the acetylene tank for the lights plus an expandable rack for storing items like spare cans of gas, oil or water. It is reported that this Model T has been used on a regular basis and from its gleaming brass it looks as sharp today as it did 98 years ago.

Note: This car is titled as a 1914 year model but the numbers on the engine indicate it was manufactured in February 1915.



LOT NO. 14 **1914 Studebaker Series SC** **Roadster Custom**

*19.6 HP, 192.4 cid, L-Head In-Line 4-Cylinder Engine,
3-Speed Transmission
Chassis No. 34559*

Bowing to the standards set by the Ford Model T, the new Chevrolet and other popular makes, 1914 saw Studebaker change their steering wheel locations from the right to the left side of the car. There were other innovations that year such as relocating the shifting lever and emergency brake control to a central position. This year all lighting was now electric as was the recently developed self-starter considered one of the biggest improvements in motoring.

This interesting roadster is fitted with what was commonly called a "mother-in-law" seat, mounted in the center behind the two front bucket seats. The beauty of this car has to be its simplicity, and from our inspection it appears this car is ready to hit the open road. Finished in a deep blue with white pinstripes and black fenders, its brass-framed windshield and nickel plated headlight rings provide plenty of eye appeal to this car. According to the vintage Stewart Warner speedometer mounted on the dashboard of this car it has seen 15,810 from what we believe was a restoration probably undertaken a number of years ago.

The Richard Burdick Collection.



LOT NO. 15 **1915 Metz Model "22" Roadster**

*22 HP, L-Head In-Line 4-Cylinder Engine,
Gearless Transmission
Chassis No. 30303*

In 1909, when Charles Metz introduced his first automobile, he had been no stranger to vehicle production. Since the mid 1880's, Metz bicycles manufactured under the Waltham name, had been very popular and some of his special editions, like a bicycle built for 10, had given him quite a bit of notoriety. In 1898, he motorized a tandem-bike and has been recognized as the first such vehicle in America. Metz helped the Waltham Company develop a small motorcar. In 1908 he managed to acquire Waltham, which was buried in debt, filled with an inventory of parts to build quite a few cars, but with few funds to pay employees to assemble them. Dividing the assembly of his cars into 14 parts, he put together packages for \$25 each allowing the customers to pay on the installment plan while they put their own car together.

This model seems to have been given a light cosmetic restoration and retains many of its original appointments. Among them, original Presto-lite headlights, however the charging tank is missing as are the top bows. It does have its original windshield frame and what appear to be proper cowl lights. This vintage roadster looks to be complete mechanically and would be fun to take on the road.

LOT NO. 16 **1916 Haynes Model 34 Type T "Light Six" Four-Door Touring Car**

*55 HP, T-Head In-Line 6-Cylinder Engine,
3-Speed Transmission
Chassis No. 13594*

The Haynes-Apperson was considered America's first commercially successful motorcar. It has been built in Kokomo, Indiana, and had recorded sales as early as 1894. By 1905, Elwood P. Haynes had taken over the company and dropped the Apperson name, while continuously improving the product.

1916 saw a number of innovations and improvements with a total of 9,813 cars coming off the assembly line that season. This example features an older cosmetic re-do with the body done in dark blue with ivory pin-stripe, while the seats are in black diamond pleated leather, with the top a black fabric. The radiator is fitted with a Deluxe Moto-Meter and the car features electric lights and starter, of which a control box by the Leece-Neville Corporation controls the operations. Sitting on huge 34" x 3" wheels, there is a pair of spare tires mounted to the rear while on the dashboard you can find a Keyless Clutch "rim-wound" dashboard clock and Stewart speed-o-meter plus odometer which shows 1,779 miles.

LOT NO. 17 **1920 Velie "Six" Model 48 Four-Door Touring Car**

*55 HP, 224 cid, Continental "Red Seal" L-Head In-Line
6-Cylinder Engine, 3-Speed Transmission
Engine No. 1347R27468*

Created in Moline, Illinois, founder Will Velie had a bit of luck on his side when establishing an automotive concern, for his grandfather was "the" John Deere. Velie had already proven himself as a good businessman and manufacturer when he had established and operated a rural buggy company. Using a number of components from various suppliers, Velie cars were well respected and they earned a reputation of reliability and stamina. For 1920 the sales brochures proclaimed, *"The First Authoritative Example of the Modern Style Tendency - a Harmony of Symmetrical Planes."*

This large touring car appears to have been given a cosmetic restoration a number of years ago but as a complete car it could really benefit from a complete restoration. This touring car's sheet metal is straight with no signs of rust or corrosion and the body fits together quite well and the top is complete. While this Velie has not been on the road for a number of years it looks like it will be a rather quick process to bring it back to life. When you become the new owner of this Velie, you will have a very unique piece of automotive history.

❧ The Richard Burdick Collection. ❧



LOT NO. 18 **1921 Packard "Twin Six" Series 3-35 Four-Door Touring Car**

40 HP, 207 cid, L-Head In-Line 6-Cylinder Engine, 3-Speed Transmission · Chassis No. 1027002

Studebaker was a rather unique car maker in that they didn't need to wait for a "model year" to start, but introduced its new models when they were ready to come to market. To that practice came the introduction of the Model EJ in April 1920. With improved valves, positive feed engine lubrication, a transmission lock and new single disc clutch, this was one of the best performing cars of the day. This 5 passenger touring car had a base price around \$1,485 when new, and offered its owners reliability that Studebaker had built its reputation on, as well as up to date styling and comfort for its passengers.

Treated to a full restoration this sharp looking example is finished in dark green body with the louvers on the hood receiving a tasteful pin stripe while the fenders are done in gloss black. The interior is fitted with pleated leather while the top is in black fabric and retains its oval back glass with beveled edges. Interiors, especially the dashboard of these cars, were rather utilitarian and this is an example of that practice with only the oil pressure and ampere gauges flanking the original Stewart speedometer/odometer, which currently shows 32,850 miles. When inspecting this car be sure to check out those unique Linex lenses in the headlights as well as the Studebaker logo on the winged Moto Meter hood ornament. Also found on this car are the four step plates, designed to allow passengers to clean the bottom of their shoes before entering the car.

Vintage Studebakers are sought after in today's car market due to their good looks and ability to ply modern highways at a relatively safe speed. This is a prime example of one of the best cars from this era, and the reason that nearly 28,000 copies were produced in the 1921 model year.

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LOT NO. 19 **1921 Studebaker "Light Six" Model EJ-21 Four-Door Touring Car**

90 HP, 424 cid, L-Head V-12 Engine, 3-Speed Transmission · Chassis No. 11333; Engine No. 165256

When Warren G. Harding rode to his inauguration on March 4, 1921, he became the first President of the United States to be transported to this ceremony in a motorcar and the vehicle he chose for this honor was a Packard "Twin Six" 7-passenger Touring Car much like this beautiful example being offered. This year a new Fuelizer was developed to provide more power by pre-igniting the fuel before it entered the cylinder. Sitting on a 135" wheelbase, this was a comfortable car to ride in, perfect for the President of the United States.

Treated to a full professional restoration this was the ultimate in luxury and performance as America entered the roaring 20's. Finished in gleaming black paint and trimmed in black leather with black fabric top, it is an imposing vehicle. The plating on brightwork looks fresh with a depth of quality that is sure to win smile and awards. An interesting item is the winged Moto Meter which provides a clue to this car's heritage as it promotes the Chicago based distributor with an image of an early bi plane, presumably powered by Packard. The factory installed Waltham speedometer/odometer shows 12,075 miles and who knows those could be from new. Other gauges, supplied by National include fuel level, oil pressure and amperes. This is an outstanding example of the supremacy of Packard from a time when performance and innovation in motoring was important and this model was a leader. It has been quite a while since we have seen another early Twin Six of this caliber cross the auction block which makes this a very unique opportunity to own the finest, then people will want to ask the man, or woman, who owns one.

❧ *The Richard Burdick Collection.* ❧



LOT NO. 20
1922 Corre-La Licorne Type 14/WR3
Four-Door Torpedo Tourer
by A. Rousett

*9/12 HP, L-Head 1692cc 4-Cylinder Engine,
 3-Speed Transmission
 Chassis No. 12957; Engine No. 14952*

Building motorcars from 1907 to 1950, this marque was originally known as the Corre, and its founders believed that racing would help sell cars. They were correct when driver Waldemar Lestienne started to win races, sales increased. His cars soon became famous partially because of his family crest was what La Licorne, or a literal translation, "The Unicorn". In the early 1920's, Corre began to brand their cars as La Licorne and their engines sourced from Ballot, which offered plenty of power plus economy in fuel and in use taxes.

This attractively designed car received coachwork from Carrosserie Automobile A. Rousett in Lyon, France, and has been treated to a full restoration which looks to be in very good condition. Bodywork is quite solid and the tasteful two tone green exterior compliments the tan fabric top and saddle leather seats, giving this car a distinctive, yet subtle appearance. As with all La Licornes of the day, it is equipped with right hand drive and the brake and shifting levers are mounted to the right of the driver. Designed to fit four, there is plenty of room behind the rear seats for luggage or picnic gear, which can be easily loaded with a drop down tailgate. Under the hood does need some detailing and probably a small amount of attention to bring this little car back to life. One of the more unusual cars in this collection is providing a very unique opportunity to buy and enjoy a bit of French motoring.

LOT NO. 21
1922 Citroen Type C/Model 14
One Door Boattail Tourer

*11 HP (5 HP taxable), 856cc L-Head In-Line 4-Cylinder
 Engine, 3-Speed Transmission
 Chassis No. 31229; Engine No. 31999*

Small light and dependable cars were what the European market needed in the early 1920's and that is exactly the package that was delivered with these little cars. With solid construction, and advanced engineering the C-series from Citroen found plenty of customers. Not only private owners but business concerns also found these cars to be economical to run, easy to maintain and able carry small loads at great distances.

This sharp little ride was apparently sold new in Paris, France by the dealers, Hoschede & Veilleux, who were agents for Citroen, as well as American made Ford Model T's. Restored to its original configuration today it features a vintage Moto-Meter with the car's logo, and most impressive a period roof-top mounted sign for the Auto-Ecole-Agreee, the French version of the Auto Club. Finished in light yellow with gloss black fenders, the soft trim is done in black with black soft top. A very clean dashboard presents only an amperes gauge to monitor the electrical operations of the car. It still retains its BRC headlights full disc wheels on which are mounted a set of Engelbert tires produced in France. This little car would be a welcomed addition into any collection of vehicles with engines under 1-liter or for someone wanting sportiness and flair on an economical basis.

LOT NO. 22
1923 Franklin Model 10
Four-Door Sedan

*25 HP, 199.1 cid Overhead Valve, Air-Cooled 6-Cylinder
 Engine, 3-Speed Transmission
 Engine No. E82192*

Using only the highest quality materials and craftsmanship, Franklin automobiles adhered to their original designs with exact measurements. Their reputation for dependability and endurance was proved when a 1924 model drove across country, a total of 3,720 miles, in just 13 days, quite an accomplishment considering the condition of many roads at the time. While these cars enjoyed decent sales, 10,130 units for 1923, dealers found it hard to sell a car without at least a radiator shell to look like the rest of the cars that used a radiator to cool their engines. They would get their wish midyear 1925, leaving earlier models such as this example as a transition point for the marque.

Sporting a professional level restoration this frisky Franklin looks like it is ready to hit the road. With the body done in a tasteful light green with black pin stripe, the fenders are done in gloss black featuring body color pin stripping. The interior of the car is very presentable and appears to be done in a combination of black leather and vinyl with matching door panels. Atop the one piece, forward hinged hood sits this car's original sitting lion mascot and below, Franklin's motto "Aura Vincit", which translated mean "Air Conquers". Under the hood, the massive aluminum cover steals the show with most of its mechanics in very good to excellent condition. Mounted on the passenger side running board is a metal toolbox with nickel plated front and rear bumpers. One of the most interesting aftermarket accessories is a genuine windshield mounted Clymer Spotlight! If you are worried about taking a vintage car on tour and overheating, this Franklin would serve as a perfect alternative, and a classy ride at its best.

The Richard Burdick Collection.



LOT NO. 23 1923 Stearns-Knight Model SKL4 Four-Door Touring Car

63 HP, 248.5 cid, Sleeve-Valve In-Line 4-Cylinder Engine,
3-Speed Transmission
Chassis No. S581

From the beginning of its operations, Stearns Automobiles was a builder of high-quality and dependable automobiles. They were large massive cars that commanded respect for its engineering. In 1911, Stearns became the first American car to make a licensing agreement to produce their version of the Knight sleeve-valve engine. While rated at 63 HP when new, the beauty of these power plants is that the more they were used, the better the performance became. As carbon deposits built up, it raised the compression in the cylinder resulting in noticeably higher horsepower.

This beautiful example appears to have been given a partial cosmetic restoration but much of the car appears to be original including a number of interior appointments and the items under the hood. Finished in a off-white with black fenders this car represents one of the most luxurious models of the day and these cars are rarely seen being offered at auction. The interior is trimmed in black leather and the top is also black. One interesting point we spotted during our inspection was the original dealer's plate affixed to the dashboard showing this car was sold new at one of Stearns-Knights most successful dealerships, Lynn C. Buxton's in Los Angeles, California. A part of the collection for a number of years this represents a rare chance to get a vehicle of historic proportions and good looks all rolled into one.



LOT NO. 24 1923 Ford "T-Bucket" Roadster Street Rod

300 HP (est.), 350 cid Chevrolet Overhead Valve V-8
Engine, Automatic Transmission
VIN: AZ240886 (Arizona Assigned Number)

To make the perfect street rod, one has to have the right ingredients. This little T-bucket seems to have them all starting with a small-block Chevy V-8 topped off with an Edelbrock aluminum intake manifold on top of which is a Weber four-barrel carburetor. Backed by a Turbo-Hydramatic transmission, anyone can hit the road to adventure with this coolest of cool cars. Finished in bright yellow with tan pleated leather seats, it has been done right. Up front the brass Ford radiator topped off with a brass winged Moto-Meter garners plenty of attention and check out Ed "Big Daddy" Roth's iconic Rat Fink.

A full complement of Stewart-Warner gauges grace the hand-crafted wooden dashboard as does a Kenwood stereo with its speakers mounted on the lower recesses of the dash. A set of aluminum Weld Wheels grace this rod with 165R15/865 tires up front and wide 31" x 16.50 Mickey Thompson Sportsman tires to the rear. Power assisted disc brakes up front with drums to the rear help slow down this car and its steering is said to be quick and responsive. There is a lot of difference in the quality, construction and eye-appeal of street rods and we think this one has all the right stuff rolled into one big ball of fun.



LOT NO. 25 1924 Chevrolet Superior Series F Two-Door Coupe

26 HP, 171 cid, Overhead Valve In-Line 4-Cylinder
Engine, 3-Speed Transmission
Chassis No. 1427865

While Ford's Model T might have been the best selling car in the world, a strong contender was coming up that offered a who lot more for not that much more money. Chevrolet offered as standard equipment such "extras" found on other cars as electric horn, speedometer, ammeter, oil pressure gauge, lighted dashboard, an ignition theft lock and for closed cars, window regulators, outside visor, plate glass and door locks.

This wonderful example of Chevrolet superior automobile is fitted with its original engine with the exposed push-rods, all of the factory equipment, plus whitewall tires and running board mounted cast aluminum step-plates from the original dealership. It appears to have been given a cosmetic restoration a number of years ago but displays well with it black exterior finish and gray-stripe cloth seats. As a bonus, two period aftermarket items are included such as a genuine Clymer Spot light mounted in the windshield, and an original Chevrolet logo Moto Meter radiator ornament. Chevrolet's didn't survive in the same numbers of the rival Model T, but those that have are always welcomed at vintage car events wherever you go in the world, and with a little care and patience, this car will take you there in style.

❧ *The Richard Burdick Collection.* ❧



LOT NO. 26
1925 Buick Master Six Four-Door
Brougham Sedan by Fisher

*70 HP, 255 cid, Overhead Valve In-Line 6-Cylinder Engine,
 3-Speed Transmission
 Chassis No. 1307; Engine No. 1628888*

While Cadillac was the top shelf brand in the General Motors line up, Buick was not far behind in quality, design and power. Buick pioneered the “valve in head” design and this produced more power than most other engines. Among the many improvements this year was a new dropped forge I beam front axle and stronger ball thrust bearings on the knuckles. Buick stepped up its game a bit this year with making the Brougham sedan even more inviting.

This outstanding example is finished in Olive Green with gloss black fenders and window frames, the interior of this car is simply stunning. Done in rich shades of Kelly green luxurious fabric, it is well appointed with matching pull-down privacy shades for the back glass and oval quarter windows plus a bud vase to help make your drives ever more refreshing. The restored wooden steering wheel compliments the front seat area with the dashboard holding the multi gauge units including the floating speedometer and odometer that currently shows just under 39,100 miles. The exterior of the car is just as inviting with its chrome plated radiator grille fitted with a Buick logo Moto Meter, to the massive bumpers to the front and rear. At the back of the car, is an original Buick factory supplied detachable trunk, and a pair of spare tires on demountable rims. One of the favorites in the collection, you will be impressed when you meet this Buick in person.



LOT NO. 27
1925 Dodge Series 116
Four-Door Sedan

*35 HP, 212 cid, L-Head In-Line 4-Cylinder Motor,
 3-Speed Transmission
 Chassis No. A288601; Engine No. A360157*

The Dodge Brothers made their first fortune in the auto industry supplying engine castings and other parts for the Ford Motor Company. In 1914 they launched their own brand of automobile and by 1920 had moved up to second place in sales with only the Ford Model T out selling them. By 1925, both brothers had passed away and those running the popular carmaker seemed to have lost interest in coming up with new models. Regardless, that season they managed to hold on to third in overall sales before ending up as part of the Chrysler Corporation in the late 1920's.

This attractive sedan was sturdy, dependable and one of just over 200,000 units produced that year. Improvements seen this year were balloon tires all around, silichrome exhaust valves and rubber motor mounts to reduce noise and vibration. This basic five passenger sedan was popular that year and had an original list price of \$1,245, delivered at the factory in Detroit. It has been given a complete cosmetic restoration and reported to have been exercised in recent months. Wearing the optional Budd Michelin steel disc wheels it has retained its original exterior sun visor and atop the radiator is an original Dodge logo Moto Meter ornament. The dashboard contain the ammeter, oil pressure gauge and speedometer/odometer which currently shows 2,927 miles, which is believed to have been clocked since its restoration. A great example of solid built beauty, this is one Dodge you will want in your garage.



LOT NO. 28
1927 La Salle Series 303
Two-Door Roadster

*75 HP, 303 cid, L-Head V-8 Engine,
 3-Speed Transmission
 Engine No. 203059*

By the late 1920's, General Motors had grown into the largest automotive company in the world. An idea had been floated that more names would make a larger market appeal so it was decided that each of the major GM brands, with the exception of Chevrolet, would now have a partner. Oakland received the Pontiac, Oldsmobile the Viking, Buick the Marquette and Cadillac got a lower priced companion, La Salle. While the La Salle cost a bit less than the senior car, it was no slouch when it came to performance and beauty. GM's new Vice President of Style and Color, Harley Earl, had taken the design of the La Salle as his hallmark project and the results were stunning.

This roadster (body style 1169) was produced for La Salle by the Fisher Body Division. It was one of the least expensive, and most popular models for the marque's first season offered with a base price of \$2,525. This sharp roadster appears to have been given a full restoration a number of years ago but could use some freshening before it goes back out on the road. It is a well appointed sporty car for its time with dual side mount spare tires and a rumble seat, complete with a access door for storing golf clubs or a picnic basket. Finished in a tasteful burgundy for the body and gloss black for the fenders, the wire spoke wheels are done in a light yellow. Considered a “full classic” by the Classic Car Club of America, this would be an excellent vehicle for touring or to attend local gatherings. As a bonus, this roadster is even fitted with the very desirable radiator mascot depicting the intrepid explorer with his hat in his hand beckoning all to take to the road.

The Richard Burdick Collection.



LOT NO. 29 1928 Pierce Arrow Model 81 Two-Door Convertible Coupe

75 HP, 288.5 cid, L-Head In-Line 6-Cylinder Engine, 3-Speed Transmission · Chassis No. 8105291

For many years the Pierce-Arrow was considered the most prestigious automobile made in America. Its quality of construction was without fault, its designs and bodywork were legendary, and its reputation among the most elite in America was unequalled. To many observers looking back, Pierce-Arrow had it all except a viable plan for the future. In a world where luxury cars had moved on beyond a six-cylinder power plant, Pierce held on to its tried and true work-horse. The same could be said also about its in-house coach design. By 1928, most of their body styles were rather dated, but they still had an elegant motorcar. During this calendar year a total of just 5,736 would be produced and as sales continued to slump, a merger with the Studebaker Corporation was under-taken.

This stately convertible coupe was one of the more popular body styles and this body is finished in light tan with burgundy highlights and gloss black fenders. Saddle leather was used for the seating surfaces and a tan soft top is accented by operational landau bars. Featuring Pierce Arrow's patented mounting of the headlights atop both front fenders there is no mistaking this car for other models. With a large built-in rear trunk there is plenty of safe and secure storage as its locks are completely functional. The huge wood-spoke wheel are shod with a set of vintage Denman "Rib Type" 6.00" x 20" white sidewall tires. Most important for this marque is having the proper mascot atop the radiator cap and this example meets that requirement as the Archer pulls his bow back ready to launch his arrow right on target. When you come to bid on this car, the new owner will be as happy as the archer hitting a bulls-eye.



LOT NO. 30 1928 Ford Model A Fordor Sedan by Briggs

40 HP, 200.5 cid, L-Head In-Line 4-Cylinder Engine,
3-Speed Transmission
Engine No. A416955

After the long run of the Model T, Henry Ford was a bit reluctant to bring out another car, but when his Model A hit the showroom floors in late 1927, it appeared that he had scored a winner. Ford realized that despite his company's vast resources and facilities, that it might be more expedient and economical to field some components of the Model A to outside firms. It was decided that the Briggs Body Company would build the bodies for the new Fordor sedan. Distinctive because of their fabric covered tops and blind quarter panels, according to one source a total of 82,349 Model A's carried this body in its initial model year.

This example appears to have been given a fairly complete restoration a number of years ago and has been a part of the museum for at least 20 years. The body in a shade similar to Manila Brown the fenders are complimented in a deeper brown while the wire wheels are done in a color similar to English Coach Vermillion. Fitted with dual side-mount spare tires and the Quail hood ornament, it looks like it would take just a little effort to make this grand old car ready for the road. In recent months there has been a renewed interest in these cars and it is examples like Briggs sedan that let people see why they were so popular when new.

The Richard Burdick Collection.



LOT NO. 31 1929 Cadillac Model 341B 4-Door Sport Phaeton by Fisher

95 HP, 341 cid, L-Head V-8 Engine, 3-Speed Transmission · Engine No. 324790

In 1929 Harley Earl's influence grew within the halls of General Motors and Cadillac seems to benefit most due to his innovative designs such as fuller fenders, and for the first time, an adjustable front seat. Safety features including a totally redesigned braking system, strengthening of the frame and better riding Delco shock absorbers. This outstanding example of a Phaeton created by Fisher on the 140" wheelbase is just such an example known as body style 1183, this car carries body number 106, has been treated to a full professional restoration and is ready for the road or with some minor detailing for star billing on the show circuits.

Finished with a tan body, accented by medium green highlights and fenders, it is stunning. The interior is a pleasing dark green leather, while the wire spoke wheels are a light yellow and wear Lester reproduction wide whitewall tires. The top is tan canvas with all the mechanisms working properly to lower and raise to present a smooth snug fitting appearance. In addition to the dual side mount spares with strap on rear view mirrors and side vent wings, are a functioning pair of Pilot Ray driving lights that operate with the steering gear, lighting your path safely for night travel. In the late 1920's, Cadillac's were the cars that only the wealthy could afford. Just a little over 18,000 were produced for the 1929 model year and finding an example as appealing at this Phaeton is a rare opportunity. Recognized by the Classic Car Club of America as a Full Classic, and a very important part of the Cadillac La Salle Club, the new owner of this Model 341 will be welcomed wherever they wish to go.



LOT NO. 32 1930 Dodge Series DC Four-Door Touring Car

75 HP, 221 cid, L-Head In-Line 8-Cylinder Engine,
3-Speed Transmission
Engine No. DC24467; Body No. DC223-P

A new direction was taken by Dodge come 1930, with the introduction of the marque's first 8-cylinder engine. Using a conventional L-head design, this new engine delivered 25% more horsepower than the slightly smaller six. Despite a worsening economy in America this year, Dodge still managed to produce over 25,000 cars with this new larger power plant. Finished in Robin's Egg Blue with Navy Blue fenders it is complimented with a red interior done in what appears to be leather, with a tight fitting top.

By 1930, the idea of open cars was starting to lose its appeal as coupes and sedans became more affordable. Extras found on this car include dual side-mount spare tires, front grille guard, glass vent wings, and to the rear of the car an original trunk rack. This is a car that really deserves a second look. When you do take a moment to inspect this car you see how the design motif of the headlights is reflected in the cowl light and even the dashboard mounted instrument cluster. This is a very handsome, rarely seen open car, that after a good detailing could be ready for local shows or the hit of the parade at a Dodge or MOPAR event. A decent car with lots of potential, it is an important benchmark for this marque.

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LOT NO. 34 1930 Cadillac Model 452 Fleetwood "Madame X" Rumbleseat Coupe

175 HP, 452 cid, Overhead Valve V-16 Engine, 3-Speed Transmission
Engine Number: 702089;
Body style 4476

Please Note: Vehicle is being offered with seller's confirmation.

Under development at the same time was what would become one of the most famous Cadillac engines of all time the Model 452 V-16, and Earl decided that only the finest motors and chassis would carry the Madame X designs. Unfortunately, in the Fall of 1929, just as Cadillac was preparing to introduce this stunning new model, America's economy was heading into a tailspin towards what would become the Great Depression. The effect on the auto industry, luxury cars in particular, would mean that the beautiful V-16 engine and the bodies designed for those chassis, would not see the sales that had been hoped for. As a result, those that were produced and have survived are today considered works of art and are highly sought after, especially those that carry beautiful coachwork from the Fleetwood shops, like this outstanding Madame X coupe.

This outstanding example sports a full professional level restoration that makes it ready for show or even Concours competition. Finished in Burgundy with Vermillion Red highlights and fenders, the interior is done in burgundy leather that is inviting and luxurious. As could be expected, this car is loaded with all the extras of the day starting with the enclosed dual side-mount spare tires, each of which is topped with a Cadillac logo rear-view mirror. To the rear on the fold-down rack is a custom built trunk that blends with the design and era of the car. This is a rumble-seat coupe and to remind those passengers they were riding in the Cadillac, the seat is large and comfortable, with folding arm rests which makes the ride a little more pleasant. To communicate with the back seat passengers, the rear glass

does roll down and for easy storage of a picnic basket or golf clubs an access door has been placed on the side of the car. Up front is an accessory grille-guard, dual chrome plated horns, the beautiful goddess with flowing hair radiator mascot and a pair of very desirable Pilot Ray driving lights.

Looking inside the passenger cabin you will see the outstanding woodwork and detailing that makes this a quality car far above a regular production model, and this Fleetwood coupe also has full instrumentation of which all the gauges have been restored back to their original design and beauty. During the development of the V-16 engine, Harley Earl declared that if a car was to carry his masterpieces, the engines must be as beautifully styled as the bodywork, and this engine shows off those features with the sleek valve covers and the beautiful glossy black enamel manifolds looking just as they had when new.

This "Madame X" coupe is one of the most sought after Cadillac V-16 models produced, and with its mystique and very attractive design combined with this outstanding engine, it would become the star of any collection where only the finest motorcars are found. As a side note, eventually the play "Madam X" was made into a movie with Lana Turner in the starring role. Set in the early 1930's, one of the co-stars was a Cadillac V-16.

❧ *The Richard Burdick Collection.* ❧



LOT NO. 33 **1930 Cadillac Series 353 Two-Door Convertible Coupe by Fisher**

*96 HP, 353 cid, L-Head V-8 Engine, 3-Speed Transmission
Engine No. 509146; Body No. 496*

As the depression started to take hold, luxury carmakers were hit hard early on. Despite bigger displacements and more power, production for Cadillac dropped rather dramatically with just 11,005 V-8 equipped cars produced that model year. While Fleetwood coachwork was reserved for custom orders, Fisher was geared up to produce the highest quality production bodies in the industry. Referred to as body style 30168, this was a full-size convertible that could accommodate two passengers up front and another couple in the fold-up rumble seat. Finished in gloss black it features apple green wire spoke wheels mounted with wide whitewall tires. The seating surfaces are covered in leather colored to complement the wheels and the rumble-seat even features arm-rests to make the ride a bit more comfortable. Other amenities of the day include a side door for golf clubs or picnic basket, dual side-mount spare tires with strap-on rear-view mirrors and on the folding rear rack with a large trunk mounted, ready to carry whatever would be needed for an extended road trip. Also found on this car is a chrome grille guard and on the radiator the flowing hair goddess proudly stands ready for the road.

Recognized by the Classic Car Club of America, this model is very desirable for touring with the ability to roll up the side glass in the doors for quiet comfort, or to roll with the top down for that "wind in your hair" experience. This car is sporting an older cosmetic restoration and would benefit greatly from a freshening, but even as it sits today, this is a rather attractive and very popular body style.



LOT NO. 35 **1931 Chevrolet Independence Series AE Two-Door Coach**

*50 HP, 194 cid, Overhead Valve In-Line 6-Cylinder Engine,
3-Speed Transmission
Chassis No. 569137; Engine No. 2318874; Body No. 4854*

By 1931, Chevrolet was taking a sales lead against all competition including the Ford Model A. With its advanced in-line six, better brakes and electrical systems and smart styling there was no shame in owning a Chevy. General Motors had established itself not only in the USA, but also in Canada, where this smart 2-door sedan, often referred to as a "coach", was produced. Given a high quality restoration a number of years ago, this is a rather pure-stock car finished in a medium tan with gloss black fenders and wire-spoke wheels in a light yellow on which are mounted a fairly fresh looking set of wide whitewall tires.

Extras found on this car include a chrome grille guard, a large trunk mounted to the rear fold down rack, side mount spare tires and rear view mirrors attached to the doors. The interior of this car is fitted with a full complement of factory gauges and a period hot water heater mounted under the dash. Covered in brown mohair are the two front bucket type front seats which can be raised to allow passengers access to the rear seat. One of the most interesting items we spotted on this car is the gear shift knob which appears to be a clear plastic orb with a vintage miniature Chevrolet grille badge placed inside on a green base. As with a number of cars in the collection, this vintage Chevy looks like it is a complete vehicle that needs just a bit of TLC to make it road worthy. This is a very unique opportunity to own a very important piece of automotive history.



LOT NO. 36 **1931 Packard Standard Eight Series 833 Two-Door Coupe**

*100 HP, 319 cid, L-Head In-Line 8-Cylinder Engine,
4-Speed Transmission · Chassis No. 321282*

1931 saw a number of mechanical improvements including the first use of a Stewart-Warner fuel pump and a vacuum operated Bijur lubricating system. Smaller wheels were also used to give the cars a lower profile view and smart new body designs continued to bring the tradition of only the finest coachwork being found on a Packard. Purchased new by a prominent doctor in San Antonio, Texas, this is a rather attractive rumble-seat coupe. A number of years ago it was restored and subsequently was awarded a National First by the AACA, and has won many admiring smiles along the way.

This coupe is loaded with amenities including dual side mount spare tires protected by chrome plated bands with rear view mirrors on top, dual Pilot Ray driving lights, a chrome plated radiator guard, the "Sliding Boy" chrome mascot and a very unique monogram plate cast in the shape of the radiator grille and mounted to the headlight cross beam support rod. Mounted to the rear fold down rack is a full size trunk that is protected with a heavy zippered storage bag, a side access door to the rear compartment and the original cast aluminum steps leading to the rumbleseat. Finished in light tan with dark brown fenders and body highlights, the interior of this car is just as elegant. Seats are covered in tan broadcloth with dark brown piping and in the dash is a full complement of gauges including a Jaeger stem wound clock and the speed-o-meter and odometer which shows just 2,545 miles, believed to have been logged since this beauty was restored.

This is a car that is recognized by such groups as the CCCA and all the major Packard organizations. If you are the high bidder, there you will be recognized as a person with an eye for beauty.

The Richard Burdick Collection.



LOT NO. 37 1933 DeSoto Series SD Deluxe Four-Door Sedan

100 HP, 218 cid, L-Head In-Line 6-Cylinder Engine,
3-Speed Transmission
Engine No. SD5119; Body No. SO-1345-DL

Taking a cue from General Motors in naming their cars after great explorers, the Chrysler Corporation had introduced the new DeSoto line for the 1929 model year. Placed market wise between the Dodge and Chrysler lines it was fairly successful early on. For 1933 continued improvements to these car was seen with a double drop "X" frame, new Floating Power engine mounts and a new Automatic Vacuum Clutch. But something else DeSoto had that many cars seemed lacking in this price range was pure style. With full, more stream lined looks, these cars were distinctive. Never shy about the use of chrome, the SD series was more lavish than ever. But 1933 was the height of the depression and new car sales were at their lowest since the early 1920's, with just 22,736 units produced that year. Most popular in the lineup was the Deluxe 4-door sedan with 8,133 examples being produced.

This is an extremely well appointed car with a rare original radio, recirculating hot water heater, enclosed dual side mount spare tires and wide whitewall tires. With all four doors hinged to the rears, it allows limousine like ease when entering and exiting. It appears to have had a fairly extensive cosmetic restoration a number of years ago and a little freshening would make this car a real head turner. Several design features that should not be over looked include the unique headlights, exclusive to the Deluxe line, plus the dashboard with its ornate gauge package. This DeSoto is a favorite in the collection and it will be a favorite in yours.



LOT NO. 38 1933 Plymouth Series PC Four-Door Sedan

70 HP, 190 cid, L-Head In-Line 6-Cylinder Engine,
3-Speed Transmission
Chassis No. 1770551; Engine No. PC13574

Even though Plymouth had been on the market for a relatively short period of time, it had gained a reputation for reliability and stamina. For years there has been conjecture as to how W. P. Chrysler ended up using the Plymouth name, either to salute the pioneer efforts of those hearty Pilgrims who had landed at Plymouth Rock, or in honor of the leading brand of barb-wire at the time. Regardless, it was a marketing success that competed with Ford, Chevrolet, Essex and other entry-level cars of the day.

This wonderful 4-door sedan features reversed hinged doors and is finished with a Washington Blue body and gloss black fenders, while the wire spoke wheels are done in a complimenting shade of light yellow. Restored a number of years back it comes from a period of time when America was down on its luck, when new cars sales were in a slump. But Plymouth did quite well with 33,815 copies of this model coming off the assembly lines. A very solid car it is equipped with a very rare period radio with the control head mounted near the steering column, and privacy shade for the rear quarter windows and back glass. With an enclosed rear-mounted spare tire, this Plymouth shows style and functionality and would make a great addition for any collection of fine automobiles.



LOT NO. 39 1934 Ford Model 40 Deluxe Four-Door Sedan

85 HP, 221 cid, L-Head V-8 Engine,
3-Speed Transmission · Chassis No. 18-1134528

Starting in 1932, Ford had become the first car in the low-priced field to market a successful V-8 engine. While some of those first cars had a few bugs to be worked out, this little motor was legendary with its performance abilities. Despite being in the throes of the Great Depression, Ford was still making a profit and making cars. One of the most notorious of bad guys, Clyde Barrow, who with his girlfriend Bonnie Parker, had robbed a number of banks across the country, even wrote to Henry Ford and congratulated him on such a fine car stating, "For sustained speed and freedom from trouble, Ford has got every other car skinned". Ironically it was a duplicate to this Cordoba Gray sedan that this dangerous couple would meet their fate in an ambush less than six weeks after this letter had been postmarked.

This beautiful example of one of the most attractive Fords has seen a full restoration and was awarded an AACA national first prize award in 1989. Powered by Henry's legendary "flathead" V-8, since its restoration. Equipped with a pair of chrome horns a built in rear trunk and enclosed rear mounted spare tire, with only a minor amount of attention it could be ready to hit the road. Despite its brown appearance, Ford called this color Cordoba Gray, and the interior is done in light tan mohair with simulated wood graining on the dashboard and garnish moldings. An outstanding example of one of Henry's greatest cars, with over 102,000 copies produced, this 1934 Ford needs to be in your collection.

The Richard Burdick Collection.



LOT NO. 40

1934 Duesenberg Model SJ Four-Door Phaeton in the style of Derham

*320 HP, 420 cid, Dual Overhead Cam, In-Line 8-Cylinder Engine
with Centrifugal Supercharged and Twin Up-Draft Carburetors,
3-Speed Transmission
Chassis No. 2394; Engine No. J375*

No other car ever produced in America can match the legends that surround the Duesenberg. Simply put, there was never a car like it before or since. For years historians have debated on the actual number of Model J Duesenbergs produced, with one expert, Marshall Merkes, 472 chassis were actually produced, while another expert, Randy Ema says that about 480. Both of these astute scholars are probably correct, as it wasn't unusual for the factory to bring a chassis back to the Indianapolis shops and retrofit it with a different engine or even coachwork, thus giving the illusion of more cars being produced than chassis. Regardless, they were the best of everything.

Starting at \$8,500 when introduced, and going up to \$9,500 after 1932, all you really bought from Duesenberg was the frame, engine, drive train, suspension, brake system, steering, a firewall and dashboard with instrumentation. You also received front fenders, a hood and a radiator with its distinctive shell, all tastefully designed by Gordon Buehrig. After the purchase of this spectacular chassis, the customer had to then decide on what body to order and from which coachbuilder would supply it.

When chassis 2394, a long wheelbase version, left the Indianapolis factory, it had mounted on it engine J375, supercharged from the factory and just as it is presented today. Over the years it wasn't unusual for engines to have been switched or worse yet, lost to history. This chassis was sent to the Willoughby shops where a Berline sedan was installed. At one point it was believed to have had a Le Baron convertible sedan body attached to it, but this has never been confirmed. In the 1980's the custom crafted phaeton body that is currently on the chassis today.

With its trademark grille, headlights, hood and distinctive radiator mascot, also designed by Buehrig, this is an impressive car. Finished in light yellow with gloss black highlights and fenders, it presents the subtle beauty of less is more. Wearing its dual side mounted spare tires, a full set of Buffalo chrome wire wheels and wide white tires, it is sure to be a crowd pleaser wherever it goes. From the engine turned dashboard to the dual Pilot Ray driving lights this car exudes elegance in motoring and demands respect from all who own or drive this remarkable machine.

In the world of Duesenbergs to find an SJ model is rare. To find one that is still with its original chassis and even more special. To find one that has been restored to such exacting standards and presented in such an attractive package, it could be a once in a lifetime experience, and one that should not be passed up.

The Richard Burdick Collection.



LOT NO. 41
1935 Ford Model 48
Two-Door 5-Window Coupe

*85 HP, 221 cid, L-Head V-8 Engine,
 3-Speed Transmission
 Chassis No. 18-2044063*

Subtle improvements were the way at Ford during the 1930's, but the difference between 1934 and 1935 were significant. Advertised as having "Greater Beauty, Greater Comfort, Greater Safety", the new body design was touted as offering better protection for the occupants, but Ford still retained their mechanical brake operation. Styling was important and this year Ford was to regain its market leadership by out-selling rival Chevrolet. One of the biggest events for Ford this year was the honor of pacing the Indianapolis 500 race.

This smart little coupe is finished in gloss black with red wire spoke wheels that wear 8.00" x 16" tires. The interior is upholstered in tan mohair and there are a few accessories on this car. Bumper mounted fog lights start the show, with the enclosed rear mounted spare tire. The trunk is absolutely huge, just about big enough to hide an elephant. This coupe appears to have been given a cosmetic restoration a while but there is some patina of age found on some of the bright work and even the carpeting on the passenger cabin. One of the most sought after early V-8 Fords, this little coupe would look great in the collection of any fans of this marque.



LOT NO. 42
1940 Mercury Eight Series 09A
Four-Door Convertible Sedan

*95+ HP, 239 cid, L-Head V-8 Engine,
 3-Speed Transmission · Chassis No. 99A1676225*

One of Edsel Ford's dreams was to have a complete set of "stepping stones" for customers who wanted to move up the ladder from a basic Ford to the luxurious Lincolns. In 1936 he had launched a lower priced Lincoln called Zephyr which helped fill part of the gap and in 1939, under his direction Ford Motor Company placed the Mercury on sale. While its styling closely resembled that of Ford's passenger cars, absolutely nothing body wise was shared. For its second year a limited number of convertible sedans were produced. Rumor was that these had been ordered for installation on the Lincoln Zephyr, and after that program was scrapped, the bodies were offered to Mercury as a prestige model. Just 979 would be produced making it by far the rarest model in that year's offering.

Finished in a deep rich Burgundy on the exterior, with dark Saddle brown seat covers and door panels while the dashboard plus garnish molding is done in a light bluish gray color scheme. Extras include vintage fog lights and a rare front bumper guard, bumper tips, and wide whitewall tires accented by bright trim rings and hubcaps. The big news on this rare car is what is under the hood. Vintage speed equipment had been applied to the original flathead V-8 including Weiand heads and intake manifold which is teamed up with a trio of Stromberg 97 carburetors. The electrical system has been up graded to 12 volts for easier starting and stronger light for evening drives. A rather interesting car to be sure, can you really remember one of these was offered at auction.



LOT NO. 43
1941 Ford Super Deluxe
Two-Door Club Coupe

*90 HP, 221 cid, L-Head V-8 Engine,
 3-Speed Transmission
 Chassis No. 18-6695564*

Completely new sheet metal graced the 1941 Fords, which were now offered in three trim levels or series, Standard, Deluxe and Super Deluxe. The Club Coupe was a popular model with 10,796 copies produced this year and with a base price of \$800 even. One of the highlights this year was the production of the 29-millionth Ford on April 29, 1941.

This attractive car appears to have been painted Florentine Blue and is trimmed tan stripe cloth. The interior of this car looks show-room fresh with all dashboard plastics in their original ivory set against the simulated wood-grain dashboard. Accessories include original radio, recirculating hot-water heater, and a clock. Among other options on this car are fog lights, driver's spot light, wheel trim rings, plus bumper wings and front center guard. Restored a number of years ago, this Ford looks like it is ready to hit the road for another memorable trip.

The Richard Burdick Collection.



LOT NO. 44 1941 Ford Super Deluxe Two-Door Convertible

90 HP, 221 cid, L-Head V-8 Engine,
3-Speed Transmission.
Chassis No. 18-6481773

When Ford unveiled its new designs for the 1941 model year, they offered a full complement of body styles from sedans to coupes and even a convertible. Only the station wagons were more expensive with a base price of \$950 delivered at the factory, but despite the high price 30,240 copies were produced.

This attractive convertible was treated to a full restoration a few years back and features the later production wrap-around trim that adorns both the front and rear fenders. This is a well-equipped car with bumper wings and guards on both front and back, fog lights, dual spot lights and even a rear exhaust deflector. Passenger comfort isn't overlooked the standard clock in the dash plus Deluxe radio and recirculating water heater. Finished in Florentine Blue, it features Navy Blue leather seating surfaces and a tan canvas folding top and top bows painted body color. This new for '41 design was a winner with a high production rate. However, time has taken its toll, and few of these cars remain in this attractive stock configuration.



LOT NO. 45 1941 Buick Super Two-Door Convertible Coupe

125 HP, 248 cid, Overhead Valve In-Line 8-Cylinder Car,
3-Speed Transmission
Chassis No. 14029I20; Engine No. 66438104

Pre-war Buicks were really a cut above most of the competition with stunning good looks, high performance engines and a reputation for quality and endurance. America was starting to prosper in 1941 as the nation's economy began to pick up, higher-end car sales enjoyed a resurgence in popularity. With a base price of \$1,267, a total of 12,181 Super convertible coupes were produced by Buick that model year. Making this Fireball Dynaflex engine hum is a dual carburetor set-up that even includes the very hard to find bat-wing oil bath air cleaner.

This Buick is exercised on a regular basis and during our inspection it started right up and appeared to be in excellent tune. It currently is showing just 136 miles on the odometer, which is believed to be since the restoration was completed. Finished in Royal Maroon with saddle brown leather seats and a tan canvas top, it presents an imposing view with its massive chrome grilles as well as its attractive styling bestowed on this line by Harley Earl's design team. This well appointed car is fitted with a factory radio, heater-defroster plus a clock mounted in the glove box door. Other items include a driver's side spot light, fog lights with Buick logos, and bright metal trim wings for the wheels. We did notice some minor patina issues in some areas of bright trim, but this is such a pretty car, a little blemish will probably go unnoticed.



LOT NO. 46 1946 Ford Super Deluxe Two-Door Convertible Coupe

100 HP, 239 cid L-Head V-8 Engines,
3-Speed Transmission
Chassis No. 991-920890

Even before WW II had ended in the Pacific theater, the OK to resume the building of civilian cars was given to auto makers, but in limited quantities. Rushing to get into production, Ford beat the competition in getting the victorious 1946 post-war season moving. It was a car-hungry public that was waiting with money in hand to buy the latest and greatest, which in effect were 1942 models with revised trim. The convertible coupe, available only in Super Deluxe trim and with the V-8, was priced at \$1,488, and saw a total of 16,359 copies in that first season.

This is one of those special first edition post war convertibles, which has been treated to a full restoration. Finished in a deep shade called Dynamic Maroon, this car is just pretty from every angle. The interior is done in a pleasant gray motif, which is carried to the dashboard plastic, and a tight fitting tan top. This car apparently escaped the dealership without being weighed down by useless accessories, but it does have a dash mounted radio, clock in the instrument panel and fresh air recirculating hot water heater. Aside from its handsome good looks, the only noticeable options included a front bumper guard, bright metal trim rings for the wheels and whitewall tires. Ford remains a popular make among new car buyers some 66 years ago, and today, the smart collectors are sure to fall in love with this beauty's design and should not be missed.

The Richard Burdick Collection.



LOT NO. 47 1946 Plymouth Special Deluxe Four-Door Sedan

102 HP, 230 cid, L-Head In-Line 6-Cylinder Engine,
3-Speed Transmission
Chassis No. 20178055

Like most automakers of the era, Dodge brushed off the tooling from their 1942 models, did a quick revision of the trim and got back into civilian production to feed a car-hungry public. Dodge was one of the most respected names in the industry and the first 1946 models were snapped up as fast as they came off the assembly line.

This example is a work-in-progress. Despite its current presentation, this appears to be a very solid body and we have been told that its original engine runs out quite well. We have been told that all of the trim parts are included and during our inspection we noted some new materials waiting for installation such as new weather stripping. The odometer shows just under 72,600 miles which may be from new. There has been some minor bodywork but no signs of rust out or major damage. She is an interesting project and being offered at no reserve.



LOT NO. 48 1947 Studebaker Champion "Starlight" Coupe

85 HP, 196 cid, L-Head In-Line 6-Cylinder Engine,
3-Speed Transmission
Engine No. 3294115

After the end of the WWII, it wasn't only a race to see who could get into production first, but it was also a challenge to see who could come out with a completely new post-war design. Among the major established carmakers, those honors went to Studebaker. With rather unique styling created by the design talents with Raymond Loewy's studio, the 1947 line-up of Studebakers was smart looking and cutting-edge modern. One of the most interesting innovations in this new line-up were the Starlight coupes.

This example, finished in dark red metallic with a custom interior using black houndstooth fabric with heavy white vinyl bolsters, is as modern as they get. Its options list was typical for the day, radio, heater-defroster and clock, plus accessory driving lights. With its unique wrap-around backlight, the Starlight coupes have become a very desirable body style for both Studebaker and contemporary enthusiasts alike. While this car is quite presentable in its current condition, a deep detailing and a little tune-up would go to help make this car all that much better for its new owner.



LOT NO. 49 1948 Ford Super Deluxe Two-Door Sedan

100 HP, 239 cid, L-Head V-8 Engine,
3-Speed Transmission · Chassis No. 899A2162255

In recent years unrestored, well-preserved vehicles sometimes called "survivors" has really started to catch on with collectors and by organizers of major shows. This remarkable 1948 Ford is just such an example, a true survivor. Showing just 21,556 miles from new, a close inspection of this car will show it has never been restored, with all the factory bodywork in place. While portions of its original Dynamic Maroon paint have worn through due to over-protective polishing and waxing, there is no sign of any touch-up or bodywork ever having been performed. Most remarkable on this car is the interior, which is as near showroom fresh as possible. Its gray-stripe cloth is still tight and snug with no sags in the springs, the original material on the door panels show virtually no wear, and while there is some light soiling, it still represents how well these cars were assembled. The plastic on the dashboard shows no drying out or warping, which is common with these cars and the appointments include an original radio and clock, but the heater appears to be a period after-market add-on.

Under the hood, is all original and one area of the car that would benefit from a sympathetic restoration or at least a touch up. For the restoration specialist and those who are interested in the authenticity of just how these cars were put together, this is a rare chance to purchase what we could best term as a "pattern" car, one that will set the standard others will want to meet.

❧ *The Richard Burdick Collection.* ❧



LOT NO. 50

1948 Packard 22nd Series Super Eight Victoria Two-Door Convertible

145 HP, 327 cid, L-Head In-Line 8-Cylinder Engine, 3-Speed Transmission · VIN: TBA

For Packard, once among the greatest names in American luxury cars, had been on a long, tough road to come back to prosperity, with plenty of detours and pot-holes along the way. At the on-set of WW II, all new body styles and the stylish Clipper line looked promising, but with war production and National Defense a priority, passenger car production had to be placed on hold. Knowing there would be a desire for new products once peace was declared, designers at Packard worked on the next generation of automobiles. In August 1947, the first of the new 22nd Series were unveiled and the star of the show was the Victoria convertible.

This stunning example shows just over 61,200 miles, which appears to be from new. Finished in Cavalier Maroon, with the interior decked out in long lasting matching vinyl and tan Bedford cloth, this was the ultimate in luxurious open car motoring when it was released. New features this year was the Robo Top, which would raise and lower at the touch of a button, as did the windows, controlled individually or from the driver's master control. Providing a new easy to move, the Prest-O-Justable front seat allowed for the person behind the wheel to position themselves for maximum comfort. This example is also equipped with the optional push button radio as well as the heater defroster with Comfort Aire design. A fabulous example from a bygone era of hand crafted motorcars, this will make an elegant addition to the finest collection of vehicles.



LOT NO. 51

1948 Chrysler Windsor-Highlander Two-Door Convertible

114 HP, 251 cid, L-Head In-Line 6-Cylinder Engine, 3-Speed Fluid Drive Transmission Chassis No. 70699698; Engine No. 54411747

For the most part, materials used for interiors of standard production cars were kind of boring. That couldn't be said about those Chrysler products that were outfitted with the Highlander trim. Bright colors in Scottish plaids were used to liven up the ride and cradle passengers in the most comfort available. With a base price of \$2,424 when new, dealers usually loaded these cars up with extras that could take the price quite a bit higher, and build up their profit margins.

This Highlander convertible is finished in Gloss Black and has the red tartan cloth that made these cars so special. It was treated to a frame-off restoration a few years back and looks showroom fresh, ready for the show circuit or to be enjoyed on the road. Among the extras packed into this car is the push-button radio, heater-defroster and dash mounted clock. Also including are the under-dash courtesy lights, windshield washer system and a driver's side spotlight. There was plenty of power in the Chrysler 6-cylinder engines, which did quite well with regular gas due to their Spitfire heads creation a 6.6:1 compression ratio. This vehicle is also equipped with the Chrysler's exclusive Center Beam headlights. This is an outstanding example that would be a pleasure to drive and a treasure to own.

The Richard Burdick Collection.



LOT NO. 52
**1948 Pontiac Silver-Streak 8 Torpedo
 Deluxe Convertible Coupe**

*108 HP, 249 cid, L-Head In-Line 8-Cylinder Engine,
 Hydramatic Automatic Transmission
 Chassis No. P8PA17516*

Another favorite in the Burdick collection, this Pontiac convertible is a veteran of the Great American race and is currently set up with highly calibrated speedometers and a very accurate clock. Take away those items and you have a rather nice and rarely seen automobile. After WW II, Pontiac had dusted off its 1942 tooling and gotten back into production as quick as possible. Sales were strong but convertible production was a bit limited.

This road ready drop-top is finished in a light yellow, which Pontiac marketed it as Frances Ivory, while the interior is quite attractive with a black and yellow theme. It is well appointed with extras such as turn signals, push-button radio, heater-defroster and dual spot lights. There are some upgrades found under the hood such as power steering. This car also has operational driving lights plus attractive trim rings to accent the hubcaps and whitewall tires. This convertible has seen some use and sports a couple of minor scratches in the finish, but the chrome work, and there is plenty of that, is bright and clear as are the windows and windshield. Pontiac promoted these cars by touting; "A fine car made finer", and this attractive convertible is about as fine you as you could hope for.



LOT NO. 53
**1948 Kaiser Special
 Four-Door Sedan**

*100 HP, 226 cid, L-Head Continental In-Line 6-Cylinder
 Engine, 3-Speed Transmission
 VIN: TBD*

Despite being introduced as a brand new make of car in 1947, for 1948 Kaiser promoted over two dozen changes from their first models. However, many of these changes were rather minor and only the most curious of sleuths could pick them out. One major change from the earlier cars was a new head design that brought the compression ratio up to 7.3:1 from its original 6.8:1. Kaiser's designs were innovative with slab-side bodies totally devoid of fender lines, doors that encompassed the entire height of the body, and construction was some of the best in the industry.

This Buckeye Maroon sedan was treated to a frame-on restoration a number of years ago. The interior fabrics were replicated in a modern velour done in burgundy with silver-gray fabric on the door panels. It is equipped with a factory installed "Air Conditioner", which for Kaiser meant heater-defroster rather than a cooling system. It appears this car was never equipped with a radio as the chrome plated blank-out plate is still in place. All of the original style plastic knobs and trim items have survived including the hard-to-find Kaiser-emblem door plates. This beauty is a little piece of American automotive history at your command.



LOT NO. 54
**1948 Lincoln Continental
 Two-Door Coupe**

*130 HP, 305 cid, L-Head V-12 Engine,
 3-Speed Transmission · Chassis No. 8H175765*

Considered one of the most beautiful creations to ever come out of Ford Motor Company's design studio, and a pet project of the company President, Edsel B. Ford, the Lincoln Continental is a hand-crafted masterpiece on wheels. One of the few post-war cars that is recognized and welcomed by the Classic Car Club of America, the basic architecture of this model has set the standard of what a luxury vehicle should be.

This interesting example is one of 847 coupes produced which truly was the end of an era. Powered by the one of last production V-12 engines built in the USA, these cars were assembled on a special line at the Lincoln plant in Detroit, Michigan. This car appears to have been given a cosmetic restoration a number of years ago. Today it does show a patina of time and some wear and tear, but it is a solid and complete car. Fitted with the grille mounted fog lights, it has its original hood ornament, plus the vent window guards, both fender skirts and that trademark "Continental" rear mounted spare tire. It is also fitted with original radio, clock, heater and hydraulically operated power windows. We have been told that this is a turnkey ready to go car, but has been on display for a number of years so a bit of an awakening would be recommended. Considered a "classic" from the day it was new, this could be very a Continental moment for the new owner with plenty of admirers of the finest designs in automobiles.

The Richard Burdick Collection.



LOT NO. 55 **1949 Diamond-T D201 1-Ton** **Pick-Up Truck**

91 HP, 237 cid, L-Head In-Line 6-Cylinder Engine, 4-Speed Transmission

Chassis No. 2015376; Engine No. T746681

Diamond-T headquartered in Chicago, Illinois, was established in 1905, but did not produce until 1907. These were high quality passenger cars and were well respected. In 1911, a customer asked if Diamond T could produce a truck, so the founder, C. A. Tilt, set out to make that dream come true. So successful were his endeavors that from that time on, up into the early 1960's, commercial vehicles would be their only products. The D201 was known as "The Cadillac of Trucks", and its front end styling took several cues from several 1930's era models of America's luxury car. Engines were supplied by Hercules, using the QXLD-5 version of this dependable flathead design which supplied plenty torque and reliable power.

This truck appears to have been given a frame on restoration a number of years ago. Finished in red, as most were, it has a single bench seat in heavy duty saddle brown vinyl. We noticed a few small waves in some of the panels, to be expected with over 60 years of hard labor under its belt, and the engine compartment looks like it is ready to open for business. There are few extras, with a spare tire mounted to the right side of the pickup bed and the crank out windshield being two of its biggest features. This pickup is not meant for lightweights, it was rated at a full ton, but could probably carry a lot more if the need should arise. A very interesting example that is sought after and has a dedicated group of collectors, with this truck, you will that it is a jewel, far from being a diamond in the rough!

LOT NO. 56 **1950 Ford Custom Two-Door Sedan**

*100 HP, 239 cid, L-Head V-8 Engine,
3-Speed Transmission
Chassis No. BOSP113171*

Many historians credit the design of the 1949 Ford as having saved Ford Motor Company from certain death. While it had been rushed into production and there were some flaws to iron out, it was a sales success and put Ford back on the path to prosperity. The following year the advertising touted that Ford was now "50 ways Finer in 1950". There were a number of small changes such as revised parking lights, the use of a fuel-filler door to conceal the gas cap and one of the most important changes, the introduction of the famous Ford keystone logo.

This popular sedan wearing its original color of Palisades Green, is a solid example that was produced at Ford's Twin Cities plant in Minnesota. However, from the look of this car, it never had to put up with the rough winters or salted roads. While this Ford has had a re-spray, most of the rest of this sedan is as it left the factory. Even the hand-scrawled "rotation" number placed on the firewall during assembly, is still quite visible. Accessories were a big part of any sale in 1950, and this car had typical equipment for the day, Magic-Aire heater-defroster, push-button radio, and an oil-bath air cleaner under the hood. One extra probably added at a later date is a Ford embossed exhaust deflector. Fords produced from 1949 to 1951, are today known as the Shoebox era and have become quite collectible in recent years. Recognized by fans of the early (flathead) V-8's as well as those who love cars of the 1950's, this example is sure to turn heads.

LOT NO. 57 **1950 Ford F1 1/2-Ton Pick-Up Truck**

*200 HP (Est), 302 cid Overhead Valve V-8 Engine,
3-Speed Automatic Transmission
VIN: 97HC312985*

Considered the longest continuous series in motor vehicle history, Ford has been building trucks in their "F" series since the 1948 model year. Featuring both rock-solid performance and an ability to handle the toughest jobs, combined with stylish good looks, the F-series of trucks were winners when this truck was produced.

Under the hood is a late model small block Ford, but the modifications go a lot further on this truck. Upgraded suspension and brakes make the ride swift and sure, while the visual changes are quite impressive. Up front the original grille has been detailed to blend in with the rest of the styling motif, while to the rear of the truck tail lights have been placed behind the metal bumper. The wood flooring of the pickup bed looks like it has lead a life of east and the truck is riding on a set of Panther 5-spoked chrome wheels. Another modification is the latching device to the tailgate which, has done away with those chains and "J" hooks originally supplied by Ford. Texas is pickup country and this F1 is sure to be a winner wherever it goes.

Please Note: This vehicle carries non-conforming VIN placement. It is neither a manufacturer's nor a state issued plate. It does have a state issued title. It may be subject to inspection and a state issued VIN bonding may be required, buyer assumes this responsibility. Dan Kruse Classics will be held harmless in this process.

The Richard Burdick Collection.



LOT NO. 58
**1950 Packard Custom Eight
 Four-Door Sedan**

*300 HP (est.), 350 cid, Chevrolet Overhead Valve V-8 Engines, Turbo Hydramatic Automatic Transmission
 VIN 2362529424*

About the best term for this sedan would have to be “Resto-Mod” From the exterior there is little to give away all the upgrades it has, which makes driving this car as comfortable as driving a brand new sedan. From its champagne metallic finish to the passenger cabin, which looks much like it had when new, there is little to give away that it has an up-to-date running gear and plenty of modern-day amenities. Under the hood is a crate-motor from General Motors, along with a power steering system, power brakes and an R134A air-conditioning system. With all electrics changed over to 12-volts, there are other benefits such as a concealed AM-FM radio/tape player that can keep you caught up with the latest news or play all the oldies your could ever wish to hear.

The workmanship on this Packard is at the same professional level this car received when it was new. From the cormorant hood ornament to the family crest done in multi-color cloisonné enamel, none of the respect this marque had when new has been lost. She is turn-key ready to hit the road, and leave on a cross-country trip in true elegance and style.



LOT NO. 59
**1951 Dodge Wayfarer Sportabout
 Two-Door Convertible**

*103 HP, 230 cid, L-Head In-Line 6-Cylinder Engine,
 3-Speed Transmission
 VIN: 37149919*

Nothing could have been much more fun that driving a little convertible coupe in the early 1950’s and this Dodge Wayfarer would have fit the bill perfectly. When this series had been introduced the previous season, the open car was a true roadster in that it had no roll-up windows in the doors. While this might have been a sporty touch for the hearty motorists, Americans were a bit more comfort conscious, so the 1951 edition did have real glass windows that helped keep the elements at bay. Base price for this car was \$1,884, which was a few dollars less that the entry-level 2-door sedan. Still, just 1,002 of these Sportabouts were produced for the 1951 model year making it the rarest model by production.

This example appears to be a mostly original car finished in its original Sea Mist Green with complimenting burgundy heavy-duty vinyl for the seats and tan fabric to the top. As with all Dodge passenger cars this season it has full instrumentation plus optional push button radio and a heater-defroster unit. Under the hood is complete but is basically un-restored. With so few of these cars produced, it is a rare opportunity to find one for sale anywhere in the world. Before the world of compacts, this was economy motoring in its day and sure to be smile winning motoring today.



LOT NO. 60
**1951 Pontiac “La Bamba”
 Streamliner Two-Door Sedan**

*375 HP, 472 cid Cadillac Overhead Valve V-8 Engine,
 Turbo Hydramatic Automatic Transmission
 VIN: P6US19351*

Without a doubt, this Pontiac is the wildest car to ever be a part of the Burdick collection. This is really a remarkable piece of rolling artwork from the sculpted bodywork including the Frenched headlights to the dual radio antennas recessed into the passenger side door, everywhere you look you will find a custom touch. It has been nosed and decked, trim and handles have been shaved and the bumpers were transplanted from a 1949 Plymouth before being molded into the bodywork of this car. Nothing has been overlooked in the interior from the skillfully added gauges mounted in the dash and angled towards the driver, to the concealed AM-FM CD player. You can’t be cool in a car like this without air conditioning, and a modern R134A system has been installed. From the Appleton spot lights to the custom wheel covers this Pontiac is dripping with style, and it has a long list of awards and trophies it has won as its workmanship and design have won the hearts of thousands. She is a very unique vehicle, a true one-of-a-kind that would look good in only the most selective of collections.

❧ *The Richard Burdick Collection.* ❧



LOT NO.61
1952 Buick Special Riviera
Two-Door Hardtop

120 HP, 263 cid, Overhead Valve In-Line 8-Cylinder Engine, 3-Speed Transmission
 VIN 16609360; Engine No. 68588614

Back in the early 1950's, a car's grille spoke volumes about what type of machine it was, and what type of person owned it. When you saw a Buick from this era, you knew they were powerful and they deserved your respect, in many ways, even more so than someone in a Cadillac. While the Special series was Buick's entry-level line, it was still an impressive vehicle. From its big "valve-in-head" eight to the new Dynaflo transmissions, it built a reputation of performance with, nearly 120,000 customers moving over to this line of automobiles. Touted as "*racy and road-steady*" they were promoted as being "a lively performer that's deluxe finished throughout".

This sharp example is presented in its original color scheme of gloss black over yellow and it is well appointed with original radio, heater-defroster, backup lights, full wheel covers and even a tissue dispenser. It looks to be basically original with no body or interior modifications and the engine compartment also appears to be complete with its unique air-cleaner. These big Buicks have a lot of appeal in today's world of "*jelly bean*" cars, with its unique side sweep stainless trim and massive front bumper-grille combination, this is not the type of car you take lightly or have a tendency to forget.



LOT NO. 62
1953 Chevrolet Bel Air
Two-Door Hardtop

108 HP, 236 cid, Overhead Valve In-Line 6-Cylinder Engine, 3-Speed Manual Transmission
 VIN: C53K039761

Chevrolet had been first on the scene in the low-price field with a real pillar less hardtop with its introduction of the Bel Air Sport Coupe in 1950. For 1953, the Bel Air had expanded to become Chevy's top-of-the-line series and one of the most stylish models that season continued to be the hardtop. Featuring all new sheet metal that year it was a sales winner, helped by the larger displacement six in all models. Styling was quite attractive, they would go on to own the No. 1 sales spot in the U.S. auto market.

Finished with a Campus Cream roof over the Saddle Brown metallic body, this attractive car is ready to go. Restored back to its original configuration, the odometer shows just under 74,200 miles, which may be from new. Equipped with a factory original AM push-button radio, heater-defroster and clock mounted in the instrument cluster, the popularity of these cars continues to this day. Under the hood is clean and tidy with the "*Blue Flame Six*" detailed and wearing its original oil bath air-cleaner. While Chevy's main competition might have had a V-8, the performance of this six was more than adequate and once you have inspected this car, you'll want to put your hand in the air and see why owning a Chevrolet can make a difference.



LOT NO. 63
1953 Kaiser Deluxe Four-Door Sedan

118 HP, 226 cid, L-Head Continental Red Seal In-Line 6-Cylinder Engines, 3-Speed Transmission
 VIN: K5311004921

One of the most distinctively designed post-war American automobiles was the Kaiser, which claimed that famed stylist Howard "*Dutch*" Darrin had been the stylist. Aimed to fill a niche in medium price field, it had been a tough road to go for this new brand of automobile. When the second generation of Kaisers were released in 1951, they were hailed as innovative and stylish, but the buying public was still a little skeptical and seemed to have more trust in the established brands in this market range.

By 1953, Kaiser was promoting their vehicles as being "*Safety-First*" automobiles, safest on the road. Interior styling was attractive, even on the lower-priced models, and with an engine from a proven supplier, there were few mechanical worries. This example, finished in Jade Green appears to be a survivor without any real restoration. Showing just under 67,150 miles, it has the patina of age but has not been abused, nor are there any signs of rust-out or accident repair. It is equipped with its original radio, clock plus heater-defroster and one special luxury, window shades for all four doors. A rather unusual and unique car, it might be the perfect gift for your wife or girlfriend, where you could surprise her with a Kaiser.

The Richard Burdick Collection.



LOT NO. 64 **1954 Studebaker Champion** **"Starlight" Coupe**

*85 HP, 169.6 cid L-Head In-Line 6-Cylinder Engine, 3-Speed Transmission with Overdrive
VIN: 1094371 (replacement VIN issued by State of California)*

Without hesitation, one of the most attractive American cars ever produced was the 1953 Studebaker with design from the talented genius Raymond Loewy. For 1954, only very minor changes were incorporated leaving his clean, smooth lines intact. With a sleek, low profile, these cars looked like speeding bullets even when they were standing still. Studebaker offered a full range of models from the economy of a six to the power of a V-8, from the family friendly four-door sedan to a sporty little coupe, such as the example offered here.

Finished in a Polar White paint scheme, Loewy's theme of "Less is More" is seen with this car. From the stylized "S" hood ornament to the overall profile of its body, the composition is spot on. The interior is finished in red vinyl, and the dashboard is simple and functional, while attractively adorned with chrome trim. It appears the first owner did not want a radio as it had a blank-out plate in its place, but to maybe make that first owner feel guilty, the letters R-A-D-I-O are placed where the station selector push-buttons would have been. Under the hood is clean and tidy with the original, hard-to-find air cleaner. Everything is right for this car including the gold-center full wheel covers. One of the most desirable and attractive American cars, this Starlight Coupe is a beauty to behold. (Note: the original VIN tag appears to still be on the car on the left door jamb)



LOT NO. 65 **1954 Hudson Jet Liner** **Four-Door Sedan**

*104+ HP, 202 cid, L-Head In-Line 6-Cylinder Engine With "Twin-H" Induction, Hydramatic Automatic Transmission
Chassis No. 3291960, Body No. 5737*

Hoping to expand their market presence in the early 1950's, Hudson brought out the compact Jet in 1953. It wasn't overly fancy and offered in two or four-door sedan selections and used smaller engines than the full-size cars. Unfortunately, it also wasn't economical to buy, priced at just \$360 under the base full-size Wasp sedans, or worse yet a customer could buy a new full-size Ford or Chevrolet sedan with a more powerful in-line six, for a few hundred dollars less. In its two years of production only 21,143 Hudson Jets were produced.

Despite their low numbers, the Jet was really a pretty good car and this example has been made better. Under the hood the Twin-H set-up is immediately recognizable, and to make this car that much better the electrical system has been upgraded to 12-volts. Also added is a modern R134A air-conditioning system that makes this all that more cool to operate. A concealed modern audio system has also been installed, but the original factory radio is still mounted in the original attractive dashboard. Finished in an attractive combination of white over red, the interior is finished in matching vinyl trim. Hudson owners were a loyal bunch, but no matter how much they might have wanted a compact version, it just couldn't happen. This is a rare opportunity to own a prime example of a little car that would have found success if only it could have been priced more attractively.



LOT NO. 66 **1955 Ford Thunderbird Convertible**

*198 HP, 292 cid, Overhead Valve V-8 Engine,
Automatic Transmission
VIN: P5FH152507*

When Ford introduced its sporty Thunderbird for the 1955 model year, it was an instant success. Surely, more family sedans were sold than these little two-seaters, but it was the T-bird that the kids wanted to see that got mom and dad into the dealership. This beautiful example exhibits very straight body lines and appears to be a very solid ride. Born on February 10th, 1955, its appearance today is like it was when new, red with the red and white vinyl trim and white soft-top. It has been upgraded to a 12-volt system and features a 1956 era steering wheel and a modern radio and tape player. It retains its original clock, tachometer and very desirable chrome wire wheel covers. This is a very unique opportunity to own an American classic being offered at no reserve.



Vehicles not in the sale will be moved to Dick's Classic Garage museum in San Marcos, Texas. The museum is a part of the Central Texas Museum of Automotive History and was founded in 1980 by Mr. Burdick. The museum is dedicated to the preservation and display of the history of the automobile from the 30's through the '50's and is a 501(c)3, non-profit organization.

For more information on the museum and its collection, visit dicksclassicgarage.com or call 512.878.2406.

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LOT NO. 67
1955 Austin-Healey 100M
Two-Door Roadster

110 HP, 2660 cc, Overhead Valve In-Line 4-Cylinder Engine, 4-Speed Transmission with Overdrive Chassis No. BN2L230235

Introduced late in the 1955 season, the second generation of the little 100-4 roadster saw a number of improvements such as a new 4-speed transmission, improved valves and increased carburetion. While this car really put Austin-Healey on the map it was its exploits on racetracks around the world that would win it legions of fans, especially with the "M" or Le Mans version. Using a curved Plexiglas windscreen rather than the regular production unit was one weight saving edge, and the louvered hood with a leather hold-down strap were safety features. Most important was the pair of 1.75" H6/SU carbs combined with a tuned suspension that really allowed this car to take so many checkered flags.

This example has been finished in red and is ready to hit the track. From the knock-off argent painted wire wheels to the well-detailed engine compartment, this car is ready to go. The passenger side door has been secured so it won't open during competition, and the wood-grain steering wheels adds to the flavor of a real sports car. We also spotted an oil-cooler up-front and the bodywork looks to be in serviceable condition. This car has been raced and with no signs of a major crash it does show stress from its share of track time. While the odometer shows over 28,000 miles we do not know its true mileage. With a little mechanical attention, this little Austin-Healey would be a great addition and sure to bring plenty of fun to those who get to experience its handling and performance.



LOT NO. 68
1956 Buick Special Riviera
Two-Door Hardtop

220 HP, 322 cid, Overhead Valve V-8 Engine, Dynaflow Automatic Transmission VIN: 4C2055724

When better cars were built, it was Buick that often built them back in the 1950's. For those who thought that a Cadillac was maybe a bit too pretentious, the Buick was a wonderful substitute. For the entry-level Buick buyer, the Special series was perfect and one of the most popular models was the "46R" 2-door hardtop presented here.

Finished in its original color scheme of black and white, this is basically an original car with a California heritage. The interior is trimmed with red vinyl and luxurious black fabric, and features a new for 1956, instrument cluster and accessories on the dashboard including the Sonomatic push-button radio, electric clock, and heater defroster. While the Special may have been the most economical Buick in the line-up this wasn't a stripped-down loss-leader for it has power steering, brakes, windows, seats and even the radio antenna. One up-grade is the recent addition of a modern air-conditioning unit using the R134A refrigerant helping keep this car extra cool. It is still wearing its California black plates, which were issued to this car in 1963, and from our inspection, we found no issues with any rust-out or any signs of accident repair. Big, bold and beautiful, this 1956 Buick is a very unique opportunity to own a very desirable and attractive hardtop from the mid-1950's.



LOT NO. 69
1956 Oldsmobile Super 88 Holiday
Two-Door Hardtop

240 HP, 324 cid Overhead Valve V-8 Engine, Hydramatic Automatic Transmission VIN: 567K16862

When it came to horsepower, Oldsmobile took a backseat to few others in the 1950's, with its Rocket V-8's and cutting edge engineering. Styling was also a strong point with Olds, and the 1956 models proved that. From the wide-mouth grille surrounded by a massive chrome plated bumper to the jet-fire inspired taillights mounted high on the rear quarter panels, you knew you were looking at an Oldsmobile.

This outstanding example is an icon of what colorful motoring was in the mid-1950's. Finished in its original colors of Festival Red and Alcan White, its two-tone scheme is even more outstanding today than it was over 55 years ago. With a matching interior carried out in two-tone vinyl, the dashboard reflects the exterior styling with massive amounts of attractive chrome plating that houses the original Super Deluxe push-button radio, the easy to read clock and controls for the heater-defroster and other motoring needs. Under the hood houses that mighty V-8 engine with its chrome plated valve covers and dual-scoop air-cleaner mounted atop the four-barrel carburetor. Everywhere you look, the Oldsmobile for 1956 was Rocket inspired from the beautiful hood ornament to the side trim, from a time when we were on the edge of the space age, and what better way to travel than in this Holiday hardtop from Oldsmobile.

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LOT NO. 70
1956 Chevrolet Corvette Two-Door Convertible (with Removable Hardtop)

*225 HP, 265 cid Overhead Valve V-8 with Dual 4-Barrel Carburetors, 3-Speed Manual Transmission
 VIN: DRF53290 (State of Florida assigned number)*

Corvette was America's first real sports car and the 1956 models would secure its future through outstanding performance, improved construction techniques and the tenacity of one man, Zora Arkus-Duntov. Sales of the little sports car had been weak with just 700 units produced in 1955. Chevrolet was ready to pull the plug on this experiment, except for the persistence of Duntov who was assisted by the father of the Chevrolet small-block, Ed Cole. Together they convinced Chevrolet's marketing team to allow one more year of production for the car to "prove" it's self and it did quite well.

This fully restored example represents one of the best looking cars ever produced. Finished in Venetian Red with a Polo White scallop, this car has outstanding workmanship where the body panels line up with the hood, deck-lid and doors all gapped at or above factory specs. Under the hood, the dual four-barrel carbs roar to life to make this a formidable competitor on any road-race circuit or just to get from point A to point B in the shortest possible time. It is also equipped with the very desirable removable hardtop, as well as spinner wheel covers, and full instrumentation including clock and tachometer. One upgrade has been the addition of a recent aftermarket AM-FM stereo system. This is an opportunity to buy one of the first generations of America's sports car, and these straight-axle early models continue to command strong values under all market conditions.



LOT NO. 71
1956 Cadillac Sedan de Ville Four-Door Hardtop

*285 HP, 365 cid Overhead Valve V-8 Engine, Automatic Transmission
 Chassis No. 5662034019*

In the 1950's, nothing said success like Cadillac. Any Cadillac was a good thing, but moving up from the base Series 62 line, you had to admire the new Sedan de Ville. The idea of a four-door closed car that, when the windows were rolled down offered open-car "freshness" had first been introduced the previous season. This unique example appears to wearing its original paint in the unique color combination of Alpine White over Taupe, and its interior is trimmed with black brocade fabric and leather bolsters.

Cadillac's "de Ville" models were well appointed with power steering, brakes, windows and seats all standard, and if ordered with a radio, even the antenna was powered to raise and lower electrically. One popular, but very expensive accessory of the day was air-conditioning, of which this example is equipped. This car appears to have been in storage for quite some time and would benefit greatly from a major detailing, especially under the hood. Showing just over 67,000 miles, it looks like this could be from new, which would make this Cadillac a very luxurious survivor.



LOT NO. 72
1957 Chevrolet Bel Air Two-Door Convertible

*220 HP, 283 cid Overhead Valve V-8 Engine, 3-Speed Manual Transmission
 VIN: VC57N173992*

Considered the most iconic American car from the 1950's, the Chevrolet Bel Air for 1957 is the one car that every car collector should own. With its unique styling from the "Frenched" styled headlights to the chrome trim adorned chrome, these cars represent everything that is right. This year the small block V-8 engine that had been introduced two years earlier, was enlarged and improved, and this car is equipped with the four-barrel version known as the Power-Pack. Finished in Tropical Turquoise, it features a matching all vinyl interior and a tight fitting convertible soft top.

Treated to a full restoration several years ago and well maintained since, this beauty is fully outfitted with such extras as a "Continental-Style" rear deck tire carrier, electric windshield wipers, fender skirts, spinner style wheel covers, original heater-defroster, and a clock. Mounted in the dashboard is an aftermarket AM-FM stereo system and for safety, seat belts. One alteration is the auxiliary horn button mounted under the dashboard. With laser-straight smooth sheet metal, one of the most attractive color schemes you could imagine and a never-ending string of admirers, this Bel Air convertible is one that will not only boost your ego, but will retain its value.

The Richard Burdick Collection.



LOT NO. 73 1957 Mercury Montclair Two-Door Hardtop

290 HP, 368 cid Overhead Valve V-8 Engine,
Push-Button Automatic Transmission
Chassis No. 57LA29661M

From the initial launch of Mercury in 1939, many critics claimed it was little more than a glorified, slightly larger Ford. That comparison was thrown out the window when the totally new 1957's were introduced with what was touted "Dream Car Design". Montclair was considered the mid-level trim this year sandwiched between Monterey and the new Turnpike Cruisers. In that series the top-seller was the 2-door hardtop with 30,111 being produced.

This handsome example is powered by the same engine as the Turnpike Cruiser and is loaded with extras. Under the hood one will find power steering and brakes, the latter being the GM developed Treadle-Vac system, plus original windshield washer operated in unison with the wipers. On the exterior this car has the new four-headlight system touted as Quadra-Beam, an extra-cost option this year. Mounted in the rear bumper pods are the large safety reflectors and on the front fender, a swept back radio antenna. Interior appointments include push-button shifting for the transmission, also an original radio plus heater-defroster and tinted glass. A rather attractive car, this Mercury shows only the slightest patina of use and it is possible that the 25,200 miles showing on the odometer may be from new. Nothing was more futuristic than Mercury for the 1957 model year, and today 55 years later it is still an icon of American design and engineering.



LOT NO. 74 1965 Buick Skylark GS Two-Door Coupe

325 HP, 401 cid, Overhead Valve V-8 Engine, Floor Shift
Automatic Transmission · VIN: 444375Z115477

In 1961, a new compact line was born to the Buick brand and took up the previously used Special series name. A sporty edition of this little car also used a name from Buick's past, the Skylark. In 1963, the little compact grew into more of a mid-size car. With the success for Pontiac's GTO, in 1965 Buick engineered a way to squeeze their big "nail-head" V-8 under the hood which created the Gran Sport, or GS package. While sales of the GS were somewhat limited, it did act in bringing people into Buick showrooms and that was half the battle won.

This sharp example is one of just 2,282 GS coupes produced in its initial season, and it is in near perfect condition. Skylarks that were designated as "GS" models, were treated differently than other cars on the assembly line. Starting with using a reinforced convertible chassis, all suspension components were beefed up through the use of heavy duty items like shock absorbers and springs. Finished in light yellow officially called Bamboo Cream, this example has a black vinyl bucket seats as well as a black vinyl top, and those unique GS wheels are wearing red-line tires, along with power steering and brakes. The interior is pure stock with the exception of a later model Sony AM-FM tape player and Pioneer speakers mounted in the rear package tray. Buick's GS would prove to be a popular addition to the muscle-car world and the new owner of this example is sure to be surprised at how others will admire this beauty.



LOT NO. 75 1967 Chevrolet Chevelle SS Two-Door Hardtop

350 HP, 396 cid Overhead Valve V-8 Engine,
4-Speed Transmission
VIN: 138177K184066

Chevelle could not have been born at a more opportune time, the birth of the muscle-car era. While initially designed to be powered by the small block engines, a few fire-breathing 396 editions had been created in 1965. The next year saw the introduction of the SS-396 as a regular production option, a new potent entry to the muscle-car world had arrived. For 1967, there were several flavors of the "Rat-Motor" available and one of the most potent was the 350 horsepower version, as found in this car.

This outstanding example finished in Marina Blue with black vinyl top is a fully restored example and is ready to hit the road or show circuit. It appears that the restoration of this car started with a solid original real-deal SS as the bodywork is smooth and straight. Chrome and bright trim look showroom fresh from the smooth bumpers to the badges and the unique grille. The interior is fitted with matching vinyl bucket seats as well as such amenities as a factory AM radio and base heater-defroster. One of the highlights is the center-shift console mounted tachometer, which is believed to be original to this car. Showing 35,275 miles, this car has been used sparingly since it joined the Burdick collection, and it might be time to wake this sleeping giant up and take it back on the road.

The Richard Burdick Collection.



LOT NO. 76 1967 Datsun 1600 Two-Door Convertible

96 HP, 1595 cc, Overhead Cam In-Line 4-Cylinder Engine, 4-Speed Transmission · VIN SPL31113818

When the Nissan Corporation came to America in the late 1950's, they found that their automobiles were not quite up to the same standards drivers in the USA were use to. A quick trip to the drawing boards and new, more substantial models were created. In 1961, the Fairlady 1500 sports car was first shown, and though production numbers were limited, it was a step in the right direction. In 1965, the engine size was increased to by 100 cc's, and these little sports cars were put on the export list. Although the Fairlady nameplate was dropped and a simple 1600, referring to the engine size, was used, these cars enjoyed success and helped to bring in foot traffic at the newly established Datsun dealers across the land.

This beautifully presented little red sports car looks to have been treated to a full frame-off restoration. Fitted with black vinyl bucket seats, a black soft top plus a relatively rare removable hardtop, this is one of the nicest examples we have seen in many years. Just 10,400 of these cars were produced, and this example has everything you could ask for including outstanding body work and good looks. One of the few upgrades placed on this car has been, cast aluminum sport wheels. Doors, hood and deck-lid all seemed to line-up and under the hood, the engine is relatively clean and attractive with a pair of SU carbs and the valve cover has been detailed to highlight the DATSUN cast into the center. A bright example of a mid-1960's Datsun sports car, this is an opportunity you will not want to miss as the interest in early Japanese sports cars appears to be growing by leaps and bounds.



LOT NO. 77 1969 Chevrolet Corvair 500 Monza Sport Coupe (only 14.7 original miles)

110 HP, 164 cid Horizontally Opposed 6-Cylinder Engine, 4-Speed Transmission · VIN: 105379W705806

One of the first victims of self-appointed consumer watchdog Ralph Nader was the Chevrolet Corvair. First introduced for the 1960 model year, he had made claims that these cars were unsafe at any speed. The media jumped on his bandwagon with government investigations and studies following. As more bad press was generated, the sales of these innovative compacts plummeted. General Motor decided to pull the plug for the 1969 model year and just 6,000 cars were produced. A couple of years after the model's demise, the Federal Government issued a report that the Corvair had been just as safe as any other car on the road.

This Blue example was one of the last 200 Corvairs ever produced at GM's Willow Run plant outside of Ypsilanti, Michigan. Each of these cars were hand assembled on a special assembly line and were only built to order. This coupe has traveled just 14.7 miles since it rolled out of the factory some 43 years ago. Beautifully preserved and kept in climate controlled storage from new, this is one of the most pristine examples anywhere in the world. Purchased new from Dunlap Chevrolet in Macon, Georgia, the original owner knew how special this car would be. This Corvair represents a chance to become the caretaker for a very important part of American automotive history. With under 15 miles from new, it shows off the hand-craftsmanship that went into this car's original construction and for anyone interested in keeping our heritage alive, should not be missed.



LOT NO. 78 1969 Chevrolet C-10 1/2-Ton Long-Bed Pick-Up Truck

155 HP, 250 cid, Overhead Valve In-Line 6-Cylinder Engine, 3-Speed Transmission
VIN: CS149Z860972

Always a leader in the truck world, Chevrolet combined sharp styling along with rugged performance to take care of nearly any job that would come its way. In 1967, a new generation of Chevrolet truck was released and among collectors this era of Chevy trucks is one of the most popular.

This example has recently been repainted in a pleasing Robin's Egg Blue with White accents. The bed has been protected with a spray-in liner. It does have a period dealer installed air-conditioning system, but from our inspection it appeared to need some attention to be functional. Fitted with a set of heavy-duty American Racing wheels this truck looks like it is ready to go anywhere or handle any load that should come its way. Everything about this truck speaks of the hard work it is equipped to handle from the auxiliary fuel tank to the diamond-plate rear bumper.

The Richard Burdick Collection.



LOT NO. 79 1970 AMC AMX Two-Door Coupe

290 HP, 360 cid, Overhead Valve V-8 Engine,
3-Speed Automatic Transmission · VIN: A0C397P242361

In the mid 1960's a new segment of the American automotive market had been born, the sport compact. With the Ford Mustang having become the first real star of the segment, they became better known as the Pony-Cars. Chevrolet responded for 1967 with the Camaro and in 1968, AMC brought out its own entry, the very compact AMX. While American Motors was better known for building reliable economy cars, there was a group within the company that had a passion for performance and the AMX was a result of that passion. One of the aims for the AMX program was to become a force within the Trans-Am racing circuit, and with the help of talents like Mark Donohue, a number of awards and championships came to AMC.

This is outstanding example of a sports compact. Finished in Big Bad Blue with blackout hood and front fender tops. Under the hood is the base AMX V-8, rated officially at 290 HP, which was the limit allowed by Trans-Am regulations, and its detailing is one of the best in this collection. Wearing its original Magnum 500 wheels it rides on a set of Uni-Royal Tiger Paw GTS radial tires. Adding to the visual effect are the body-side pipes and accessory bumper guards. Air flows to the carburetor through a pair of scoops in the hood. This example is also fitted with power steering and brakes with discs to the front and drums to the rear. The interior is well appointed with a factory AM-FM radio, simulated woodgrain applique on the dashboard and center-shift console and grab-bar for the passenger. In the world of muscle cars, the AMX is often over-looked, but we think that this little coupe could be the best bang for your performance buck.



LOT NO. 80 1970 Rolls-Royce Silver Shadow Long Wheel Base Four-Door Limousine (Johnny Cash original owner)

220 HP (est.), 6,750 cc Overhead Valve V-8 Engine, Automatic Transmission
Chassis No. LRX9254

It is hard to believe that we lost Johnny Cash on September 12, 2003, his music and gravelly voice are such a part of the music world that he will live on forever. In 1970, at the height of his career, Cash needed a personal limousine. He turned to Rolls-Royce where he acquired a long-wheelbase Silver Shadow Saloon. At the time the Crewe factory did not produce a limousine, so Cash turned to a local Nashville coach builder, gave them his specifications and this is the final product. Cash used this limousine up through 1977 when it was sold to another private owner prior to coming to the Burdick collection.

It is finished in dark burgundy with a black vinyl roof. The interior is well-appointed, with plush maroon velour seats include a pair of rear-facing occasional seats. An entertainment center is mounted to the center of the rear compartment and some of those components have been upgraded since Cash's ownership. All of the expected amenities are included such as air-conditioning and full power. A red phone in the passenger compartment connects to one up front so that the passenger can tell the driver where to go or if other special needs should arise.

This special limousine is a one-of-a-kind vehicle for a one-of-a-kind performer. Since it has come to the Burdick Collection this car has been used on a semi-regular basis and today shows a little over 86,500 miles, which is from new. Unlike some custom coaches of this era, we could not find any sign of stress cracks and it appears it has never had any body damage. Take away the celebrity and this Rolls-Royce is an iconic and special piece. Add to that the legacy of Johnny Cash and the possibility of some of its passengers or that fact that some of his famous songs could have been created while riding around in its back seat, and you have the makings of a legend. Best of all, this entire car was produced in 1970 and wasn't put together one piece at a time.

❧ *The Richard Burdick Collection.* ❧



LOT NO. 81 **1972 Triumph Stag Two-Door Coupe**

145 HP, 3.0 Litre Overhead Valve V-8 Engine,
4-Speed Transmission · VIN: TBA

Since its entry into the sports car field in the late 1940's, Triumphs were usually small two-seaters powered by a potent in-line four, but in the early 1970's the company wanted to larger luxury V-8 powered sports car, which laid the groundwork for the Stag. With styling from designer Giovanni Michelotti, the car was born and would soon dominate the marque's larger T2000 and T2500 series of regular passenger cars. Stag came to the American shores for the 1971 model year and enjoyed some success, though limited. Federal regulations related to roll-over safety was addressed which some fans claim altered the cars original lines, while other like the idea of having a car with two top options.

This attractive example appears to have been given a sympathetic restoration and appears to be in very good condition. Sheet metal is straight and both doors as well as the hood and deck lid sit well within the main body with consistent gaps, as well as opening and closing as designed. The interior is quite service-able with a full compliment of gauges and the seats seem to cradle the driver and passenger, though those relegated to the back seat may find comfort is a little short. Over the past couple of years interest in the Stag has grown and this example, based on its condition, is sure to be a car that others will admire and the driver can enjoy.

LOT NO. 82 **1981 DeLorean DMC-12** **Two-Door Gullwing Coupe**

150 HP, 2869 cc Dual Overhead Cam V-6 Engine, 5-Speed
Manual Transmission
VIN: SCEDT26T1BD0004842

Legend, controversy and one man's dream are rolled into the DeLorean DMC-12. The genius of John Z. DeLorean was behind the car that would bear his name, and his ability to put deals together was to be the his pathway to prosperity. All this was lost when the economy soured and the false accusations of his involvement in drugs were made public. These cars saw the bodies produced in brushed stainless steel, with the theory that these cars would last forever. DeLorean's original hope was for a 200 HP V-6, but he finally decided on a motor jointly developed by Peugeot, Renault and Volvo.

This example is in its original presentation of stainless steel with dark gray leather appointments. The front and rear fascia are in very good condition and have not yellowed or warped as one might expect. Showing just under 25,800 miles, it appears that this vehicle was well maintained from new and shows no signs of abuse or trauma. Looking much like it did when it left the factory in Dunmurry, Ireland, this is truly a most interesting part of automotive history and car that has seen a lot of renewed interest over the past few years. The best time to buy a rising star like this is when you first see it, because it might be a while before another one comes your way.

LOT NO. 86 **1935 Rolls Royce Phantom II Four-Door Touring**

40/50 HP, 7669 cc, Overhead Valve In-Light 6-Cylinder Engine, 4-Speed
Transmission · Chassis No. 65TA

Please Note: Vehicle is being offered with seller's confirmation.

Affectionately known as "The Yellow Rose of Texas" this is probably Mr. Burdick's favorite car, for it was in this vehicle that he competed in several editions of the Great American Race. In 1983, the first running of this cross-country sprint limited to vintage cars, Dick and his partner, Ken Downing, drove this car from Knott's Berry Farm in Buena Park, California to the Indianapolis Motor Speedway in Indiana where their efforts were rewarded with a 12th place finish overall. Encouraged by their wives they entered this Rolls-Royce in the second running in 1984 where the route started at Universal City in Hollywood, California and ended at Indy, and that year they moved up to 10th overall. Undaunted they entered again in 1985 where the course started in North Hollywood, California, and traveled to New York City. After more practice Burdick and a new riding partner Wayne Bell, would go on to take 1st place overall in 1989, a fete repeated in 1990, and again in 1992.

This beautiful Rolls Royce retains its original engine and transmission but has been modernized in some operational areas, primarily improved braking and a 12 volt electrical system. Prior to being a part of the Burdick's Great Race car, it had been restored by marque experts by its previous owner the late James C. Leake back in 1976. It has been maintained and exercised on a regular basis and is grand a lady as there could ever be. From the Spirit of Ecstasy radiator mascot to the massive grille and headlight, everyone should know exactly what type of car this is. While not exactly a Concours trailer queen, this old gal has plenty of life left in those cylinders and for the new owner, who knows what excitement and adventure the road holds for this fabulous Phantom Phaeton.

The Richard Burdick Collection.



LOT NO. 83

1933 Duesenberg Model J, Body by Franay, "Sunroof" Sport Berline Sedan "Queen of Diamonds"

*265 HP, 420 cid, Overhead Cam In-Line Eight Cylinder Engine,
4-Speed Transmission
Chassis No. 2385; Engine No. J365*

Please Note: Vehicle is being offered with seller's confirmation.

When the mighty Model J Duesenberg was released there had never been another car like it anywhere in the world. Exacting engineering produced the most powerful engine ever seen in an American built automobile up to that time. The brothers Duesenberg had wanted their cars to be as custom built as possible from the chassis up, and each would have one thing in common, absolute perfection. When first introduced in the fall of 1929, the price for just the Model J chassis was \$8,500, and a couple of years later that had grown to \$9,500. Offered in two wheelbase options, the standard 143.5" while a long wheelbase suitable for cars that generally carried 7-passengers or more, were stretched out another 10 inches.

After the chassis had been ordered, the customer was free to choose their own coachbuilder, though Duesenberg did have a few recommended selections. When a customer had selected a coach, the factory would send a set of chassis plans so that the bodies would be mounted properly. The cost of the coach work could run as little as \$3,000 but most cost at least \$5,000 with at least one example costing \$20,000 when new, comparable to about \$400,000 or more today.

Chassis No. 2385 was designated as a long-wheel base design and was purchased by Mrs. K. Stanley Smith who resided in London. From our research we have found that Mr. Smith was involved in the very lucrative field of tobacco sales and importation between Britain and the United States. As were several other Duesenberg chassis, Mrs. Smith sent this one to the shops of Carrosserie Franay in Paris, France. The result was a rather attractive "Sunroof" Sport Sedan featuring a low streamlined appearance that was achieved in part by having the body sides dropped down nearly to the running boards and then having the rear doors sweep down in a graceful curve to the belt-line. A built-in trunk was also ordered and its line reflected that of the roofline giving the car a continuity of design.

In the late 1960's the car was still recorded as being in France but it is believed to have been brought back to the United States sometimes during the 1970's. Over a succession of owners there were a number modifications to the original Franay coachwork, but the original design is timeless and still quite stunning to this day. Finished in a pleasing shade of raspberry red it is deep and flawless and all of the chrome glistens in the sunlight from the bumpers to the Buffalo wire wheels. Today the dual side-mount spare tires are encased in protective chrome bans, each topped with a rear-view mirrors, while up front a pair of Pilot Ray driving lamps light your way as you round a curve or turn a corner, and atop that beautifully designed radiator grille is the distinctive mascot designed by Gordon Buehrig, a work of art by itself.

Looking inside this Duesenberg you will find that both front and rear seats are done in pleated ivory leather. Centered in the dashboard is the instrument cluster with its attractive engine turned plate holding the tachometer, speedometer, clock and other instruments that help the driver monitor the operation of this fabulous piece of machinery. Take some time to notice the little touches such as the custom engraved gearshift knob, for it is features like this that set this Duesenberg apart from all others. In the passenger compartment, a handsome wooden liquor cabinet takes center stage, and is fitted with a clock, speedometer and tachometer so that those in the back seat can also monitor the Model J's forward progress. The center window, when lowered, is completely concealed by a spring loaded metal cover and upon rolling up the partition glass, a limousine effect can be achieved and privacy of conversation insured.

Since joining the Burdick collection, this Franay Sport Sedan has received the utmost in care and maintenance. While it has been exercised on a regular basis, its primary duty has been to be a part of the museum and has greeted thousands of visitors over the years, showing off a bit of international flair and styling.

❧ The Richard Burdick Collection. ❧



LOT NO. 84 **1905 Lorraine & De Dietrich et Cie Model VDC Sport Racer**

*In-Line 4-Cylinder T-Head Engine
Chassis No. 104; Engine #122*

Please Note: Vehicle is being offered with seller's confirmation.

Officially known as Société Lorraine des Anciens Etablissements de Dietrich and Cie, this quality French motoring concern was founded in 1896, and by 1905 was considered one of the most respected early contenders in European racing events. This beautifully restored example features a lightweight two-place arrangement that has actually competed in the Great American Race. From its massive engine to the precision machined the gears of the transmission, this car looks are good as it goes. Exercised on a regular basis this is one of Mr. Burdick's favorite automobiles, one packed with personal history and a tough decision indeed to let it go on to its new caretaker. Knowing that it was in cars similar to this one that the marque took a 1-2-3 finish in the 1906 Circuit de Ardennes will make the winning bidder of this vehicle a champion among motorists everywhere.

LOT NO. 85 1911 Napier "Garden Car"

*15 HP, 2720 cc In-Line 4-Cylinder Engine, 3-Speed Transmission, Shaft Drive
Chassis No. 18281*

Please Note: Vehicle is being offered with seller's confirmation.

One of the most interesting vehicles is this unique Garden car. Fitted to the chassis of one of Britain's foremost early auto builders, the hand-crafted wicker bodywork on this car was created at the Royal Institute for the Blind in Nottingham, England. The story goes that the primary function of this car was to gather flowers and to transport its passengers to fair-weather outdoor social events such as picnics, garden parties, afternoon tea or to use it as a spectator's perch during a fox hunt. This car shows signs of usage and has been exercised on a regular basis. It appears to have been restored in the 1970's, and features vintage Lucas Kings Road brass kerosene headlamps, as well as Landalite cowl lamps, and a rubber bulb operated brass horn. For safety a pair of auxiliary electric driving lamps were mounted to give a bit more dependable lighting. The wicker work is in outstanding condition with the seat pads easily removed for cleaning. One of the most unusual and recognized cars from this collection, we believe this car has great potential for invitations for display from around the world.

❧ The Richard Burdick Collection. ❧



LOT NO. 87

1913 Rolls-Royce Silver Ghost Town Car by Brewster

40/50 HP, 7428 cc Twin-Head, Side-Valve In-Line 6-Cylinder Engine,
4-Speed Transmission
Chassis No. 919TC, Engine No. 91A

Please Note: Vehicle is being offered with seller's confirmation.

"As silent as a ghost" is how one early motorist described the operations of the 40/50HP Rolls-Royce in 1906, hence came the name Silver Ghost. From the very start Rolls-Royce strove for the utmost in engineering and quality. One of the earliest models considered the original Silver Ghost, has traveled over a half-million miles and been exhibited on every continent in the world.

With the amount of labor plus the care and precision, these motorcars were expensive when new, available only to the wealthiest of clients. Cornelius Vanderbilt II, whose family was one of the richest families in the world, placed an order to the Rolls Royce factory in England, for a new Silver Ghost chassis. When finished it was prepared and shipped directly to the shops of Brewster in Long Island City, New York. As one of the leading coachbuilders in the United States, they were familiar with the chassis of the Silver Ghost so that each design component could be personally crafted to exacting details. With precision and elegance this gorgeous town car was born. Presented today in its original configuration the body is finished in a deep maroon with black high lights and fenders. Up in the chauffeur's seat, he was open of all the elements of weather with only a removable fabric cover for his head. A full complement of gauges including a clock, were mounted to the firewall and the custom built for Rolls Royce Waltham speedometer odometer today shows just under 89,300 miles which is apparently from new.

For those lucky passengers, they are greeted with a luxurious rear seat covered in rich deep red wool broadcloth, which is also used on the interior panels and fold down occasional seats. Mounted on the divider wall is a stem wound clock to make sure one wasn't late for an important business meeting or luncheon date. Pull down window shades may be drawn for a bit of privacy and the hardware retains much of its original nickel finish.

Dual fender mounted spare tires are fitted to rims which could be mounted to the massive wood spoked wheels should a flat tire occur. Lighting on the car has been electrified including the large drum style head lamps and smaller matching driving lights. This car appears to be in mostly original condition, a salute to the outstanding craftsmanship that went into its construction. This is a vehicle worthy of any collection and as a survivor of those most opulent times. From the Spirit of Ecstasy radiator mascot to the original engine, this is truly a master piece in motoring.

❧ *The Richard Burdick Collection.* ❧



LOT NO. 89
1938 DeSoto Model S-5 Custom
Four-Door Touring Sedan
"The Unknown DeSoto"

93 HP, 228.1 cid, 2.1 Liter Side Valve In-Line 6-Cylinder Engine, 3-Speed Transmission · Engine No. S5-36487

In 1938, recession hit the U.S. causing vehicle manufacturers to reduce production. Poor sales caused the Chrysler Corporation to respond by offering buyers special "dressed up" models during the midyear. The DeSoto version was called the "Custom". The engine remained the same and there were no fancy extras added to the exterior. The interior however, was much more "custom" with a special offering of fabrics, fabric combinations, contrasting plastic and knobs within the interior and many other "touches" that set it apart from its standard counterparts. Reports estimate that only 2,550 examples of these Custom DeSotos were produced in 1938. Until 1992, it was not known whether or not one was still in existence and hence it lovingly became known as the "Unknown DeSoto". The National DeSoto Club, in the early summer of that year, released an article discussing the Custom DeSotos and by late summer, this particular car had been discovered. She is full of features and options that were not available on the standard model including: twin windshield wipers, twin taillights, chrome trim ringed wheel covers, twin Air-Tone horns, labels on all under dash knobs, "custom" matching steering wheel and gearshift knobs, twin sun visors, front passenger armrest, contrasting shade interior and many little chrome touches to the interior and exterior. The offering of this vehicle to public is a unique chance to not only own a piece of true Americana but also the chance to own what remarkably could be the only DeSoto of its kind left in the world.



LOT NO. 90
1937 Ford Custom Coupe Street Rod

100 HP, 239.4 cid 1948 Mercury V-8 Engine, 3-Speed Transmission



LOT NO. 91
2000 Bentley Arnage Four-Door Sedan

400 HP, 411.9 cid Turbocharged V-8 Engine, 5-Speed Automatic Transmission



LOT NO. 92
1925 Essex Four Two-Door Coach

17/32 HP, 144.6 cid L-Head In-Line 6, 3-Speed Transmission



LOT NO. 93
1966 AMC Marlin Two-Door HT FB

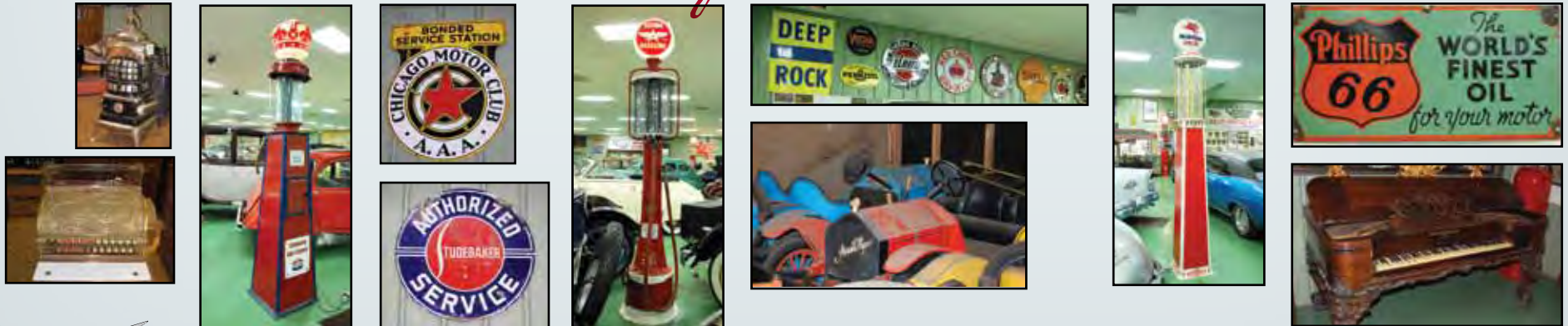
200 HP, 290 cid V-8 Engine, 4-Speed Transmission

The Richard Burdick Collection.

- | | | |
|---|---|--|
| <p>1901 Holsman "High Wheeler" Rear Entry Tonneau
 1903 Stanley Steamer Model C Runabout
 1905 Cadillac Model F Touring
 1905 Lorraine & De Dietrich Model VDC 2-Seat Sport Racer*
 1906 Bugmobile Model A Runabout
 1906 IH Harvester Auto Wagon Model A Depot Hack
 1908 Maxwell Model LC Runabout
 1910 Empire "Little Aristocrat" Sportabout Model 20
 1910 E-M-F Model 30 Runabout
 1911 Buick Model 14B "Buggyabout"
 1911 Napier "Garden Car"
 1912 R-C-H "Twenty-Five" Touring
 1913 Regal Twenty-Five Underslung Roadster
 1913 Rolls Royce Silver Ghost Town Car by Brewster
 <i>(formerly owned by Cornelius Vanderbilt)</i>
 1913 REO "The Fifth" Four-Door Touring
 1914 Ford Model T Roadster
 1914 Studebaker Series SC Roadster Custom
 1915 Metz Model "22" Roadster
 1916 Haynes Model 34 Type T "Light Six" 4-Dr Touring
 1920 Velie "Six" Model 48 4-Dr Touring
 1921 Packard "Twin-Six" Series 3-35 4-Dr Touring
 1921 Studebaker "Light Six" Model EJ-21 4-Dr Touring
 1922 Corre-La Licorne Type 14/WR3 4-Dr Torpedo Tourer
 1922 Citroen Type C/Model 14 1-Dr Boattail Tourer
 1923 Franklin Model 10 4-Dr Sedan
 1923 Stearns-Knight Model SKL4 4-Dr Touring
 1923 Ford "T-Bucket" Roadster Street Rod
 1924 Chevrolet Superior Series F Coupe
 1925 Buick Master Six 4-Dr Brougham Sedan by Fisher
 1925 Dodge Series 116 4-Dr Sedan
 1925 Essex Four 2-Dr Coach
 1927 LaSalle Series 303 2-Dr Roadster</p> | <p>1928 Pierce Arrow Model 81 Convertible Coupe
 1928 Ford Model A Fordor Sedan by Briggs
 1929 Cadillac Model 341B 4-Dr Sport Phaeton by Fisher
 1930 Dodge Series DC 4-Dr Touring
 1930 Cadillac Series 353 Convertible Coupe by Fisher
 1930 Cadillac Model 452 Fleetwood "Madam X"
 Rumbleseat Coupe
 1931 Chevrolet Independence Series AE 2-Dr Coach
 1931 Packard Standard Eight Series 833 Coupe
 1933 DeSoto Series SD Deluxe 4-Dr Sedan
 1933 Duesenberg J Body by Franay "Sunroof" Sport Berline Sedan
 "Queen of Diamonds"
 1933 Plymouth Series PC Deluxe 4-Dr Sedan
 1934 Ford Model 40 4-Dr Sedan
 1934 Duesenberg Model SJ 4-Dr Phaeton
 1935 Rolls Royce Phantom II 4-Dr Touring*
 1935 Ford Model 48 2-Dr 5-Window Coupe
 1937 Ford Custom Coupe Street Rod
 1938 DeSoto Model S-5 Custom 4-Dr Touring
 1940 Mercury Eight Series 09A 4-Dr Convertible Sedan
 1941 Ford Super Deluxe Club Coupe
 1941 Ford Super Deluxe 2-Dr Convertible
 1941 Buick Super 2-Dr Convertible
 1946 Ford Super Deluxe 2-Dr Convertible
 1946 Plymouth Special Deluxe 4-Dr Sedan
 1947 Studebaker Champion "Starlight" Coupe
 1948 Ford Super Deluxe 2-Dr Sedan
 1948 Packard 22nd Series Super-Eight Victoria Convertible
 1948 Chrysler Windsor-Highlander 2-Dr Convertible
 1948 Pontiac Silver-Streak 8 Torpedo Deluxe Convertible Coupe
 1948 Kaiser Custom 4-Dr Sedan
 1948 Lincoln Continental 2-Dr Coupe
 1949 Diamond-T D2011 1-Ton Pick-Up Truck</p> | <p>1950 Ford Custom 2-Dr Sedan
 1950 Ford F1 1/2-Ton Pick-Up Truck
 1950 Packard Custom Eight 4-Dr Sedan
 1951 Dodge Wayfarer Sportabout 2-Dr Convertible
 1951 Pontiac "La Bamba" Streamliner 2-Dr Sedan
 1952 Buick Special Riviera 2-Dr HT
 1953 Chevrolet Bel Air 2-Dr HT
 1953 Kaiser Deluxe 4-Dr Sedan
 1954 Studebaker Champion "Starlight" Coupe
 1954 Hudson Jet Liner 4-Dr Sedan
 1955 Ford Thunderbird Convertible
 1955 Austin-Healey 100M 2-Dr Convertible
 1956 Buick Special Riviera 2-Dr HT
 1956 Oldsmobile Super 88 Holiday 2-Dr HT
 1956 Chevrolet Corvette 2-Dr Convertible
 1956 Cadillac Sedan deVille 4-Dr HT
 1957 Chevrolet Bel Air 2-Dr Convertible
 1957 Mercury Montclair 2-Dr HT
 1965 Buick Skylark GS 2-Dr
 1966 1966 AMC Marlin 2-Dr HT Fastback
 1967 Chevrolet Chevelle SS 2-Dr HT
 1967 Datsun 1600 Convertible
 1969 Chevrolet Corvair 500 Monza
 Sport Coupe (14.7 Original Miles)
 1969 Chevrolet C10 1/2-Ton Pick-Up Truck
 1970 AMC AMX Coupe
 1970 Rolls Royce Silver Shadow LWB Limousine
 <i>(formerly owned by Johnny Cash)</i>
 1972 Triumph Stag Coupe
 1981 DeLorean DMC-12 2-Dr Gullwing
 2000 Bentley Arnage 4-Dr Sedan</p> |
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* With Seller's Confirmation

Rare and Unique Collectibles



The Richard Burdick Collection.

Rare and Unique Collectibles

Vintage Eco TireFlator Air Pump (Located Outside)
 Vintage Gas Pump: Esso Extra (Red)
 Vintage Gas Pump: Flying A Gasoline (Red)
 Vintage Gas Pump: Kanotex (Red)
 Vintage Gas Pump: Mobile Gas Special (Red/White)
 Vintage Gas Pump: Mobilgas Special (Red/White/Red Stripe Accents)
 Vintage Gas Pump: Ottawa Gas, Bulb: Pow'r Pak'd (Red/White)
 Vintage Gas Pump: Red Crown Gasoline, Bulb: Lion Knix Knox (Red)
 Vintage Gas Pump: Sinclair Dino (Located Outside)
 Vintage Gas Pump: Sinclair H-C Gasoline (Green)
 Vintage Gas Pump: Sinclair Power - X "The Super Fuel" (Orange)
 Vintage Gas Pump: Skelly Premium (Red/Yellow Accents)
 Vintage Gas Pump: Standard Red Crown; Bulb: Crown (Red/Blue Accents)
 Vintage Gas Pump: Texaco, Fire Chief Gasoline (Red) (Located Outside)
 Vintage Gas Pump: (Orange) (Located Outside)
 Vintage Gas Pump: Mechanical (Small Red, Large Rounder Top)
 Vintage Gas Pump: Small Hand Crank (Green)
 Vintage Gas Pump: Small Hand Crank (Red)
 Vintage Gas Pump: Small Hand Crank (Red/White/Blue)
 Vintage Texaco Oil Cistern and Pump Tank (Located Outside)
 BP Motor Spirit, Wood Sign (Union Jack)
 Collection of Signs: Brass Polish, FM Rd 20, Good Gulf etc. (Mounted)
 Collection of Texaco Signs (2) Round, (1) No-Smoking (Located Outside)
 Highest Octane, Golden Eagle Radar Ethyl 91, Cloth Banner Sign
 Kroon Oil Pennzoil, Cardboard Sign
 Metal Sign: (2) Gillette Tires Signs (White/Tan) (Located Outside)
 Metal Sign: Armstrong Tire & Battery (Inside/Black)
 Metal Sign: Armstrong Tires (Located Outside)
 Metal Sign: Atlas, Change Oil, Change Filter (Red/Black)
 Metal Sign: Avon, Solid Tyres (Navy)
 Metal Sign: BP Motor Spirit (Union Jack)
 Metal Sign: Castrol Motor Oil (Red/Yellow)
 Metal Sign: Champion Spark Plus Service (Red/Black) (Located Outside)
 Metal Sign: Chicago Motor Club, Bonded Service Station (Yell/White/Red)
 Metal Sign: Conoco (Red)
 Metal Sign: Continental Tyres (Blue/Yellow)
 Metal Sign: Cord, Authorized Sale/Service (White)
 Metal Sign: Deep Rock (Yellow/Blue)
 Metal Sign: Dunlap Stock, Approx 55" (Yellow)
 Metal Sign: D-X Motor Oil (Cream)
 Metal Sign: Elreco, El Dorado Refining Co. Products (Black/Red)
 Metal Sign: En-Ar-Co Motor Oil (Yellow)
 Metal Sign: Esso Extra (White)
 Metal Sign: Fill Up Here with National Benzole Mixture (Yellow)
 Metal Sign: Flying A Service (Red/Wht)
 Metal Sign: Garagemens Association (Blue)
 Metal Sign: Gargoyle Mobileoils, Vacuum Oil Company (White)
 Metal Sign: Gargoyle Mobiloil .35cents (White)
 Metal Sign: Gates-V-Belts (Yellow/Red)
 Metal Sign: Genuine Ford Parts (Navy)
 Metal Sign: Gillette Tires (Yellow/Black-Long)
 Metal Sign: Gillette Tires (Yellow/Black-Tall)
 Metal Sign: Good Gulf (Whit/Orange)
 Metal Sign: Henley Tyres (Blue/White)
 Metal Sign: Huiles Renault (Red)
 Metal Sign: Humber Cars (Blue)
 Metal Sign: Humble, Continuously Improved (White)
 Metal Sign: Indian Chief, PowerPlus, Sold Here (Red/White)



Metal Sign: John Bull, Long Service Tyre (Orange)
 Metal Sign: Kendall Motor Oils (Red)
 Metal Sign: Marathon Products (Black/Green/Orange)
 Metal Sign: Missouri US 66
 Metal Sign: Mobile Pegasus (Facing Left), Approx 7.5'
 Metal Sign: Mobile Pegasus (Facing Right), Approx 7.5'
 Metal Sign: National Benzole Mixture (Round-Yellow/Black)
 Metal Sign: National Benzole Mixture (Yellow)
 Metal Sign: National Benzole Mixture (Yellow)
 Metal Sign: National Recap Repairs (Yellow/White/Orange)
 Metal Sign: OAA, Ontario Automobile Association (Navy/Red)
 Metal Sign: Oilzum Motor Oils (Orange)
 Metal Sign: Opaline (White/Red)
 Metal Sign: Overland Service (Yellow/Navy)
 Metal Sign: Pennant Kerosene (Red/Yellow)
 Metal Sign: Pennzoil Safe Lubrication (Yellow)
 Metal Sign: Petroleum Spirit, Highly Flammable, No Smoking (White/Red) (Located Outside)
 Metal Sign: Phillips 66, Worlds Finest Oil (Orange/Green)
 Metal Sign: Polarine Oil, Standard Motor Gasoline (Red/White/Blue)
 Metal Sign: Prices Motor Oils (Red/Blue/White) (Located Outside)
 Metal Sign: Pump, BP Sealed Pump (Red/White/Blue)
 Metal Sign: Quaker State Motor Oil (Green)
 Metal Sign: Quaker State Motor Oil (Green/Round)
 Metal Sign: Red Indian Motor Oil (White/Red)
 Metal Sign: Refino - Ault Gasoline (Yellow)
 Metal Sign: Refino - Ault Gasoline (Yellow)
 Metal Sign: Refino - Eaton Gasoline (Yellow)
 Metal Sign: Refino - Lafayette Gasoline (Yellow)
 Metal Sign: Rusted Coca-Cola Sign (Located Outside)
 Metal Sign: Shell (Large, Shell-Shaped, Orange/Red)
 Metal Sign: Shell Motor Oil (Black/Red)
 Metal Sign: Shell Motor Spirit Motor Oils (Yellow)
 Metal Sign: Shelllubrication, The Modern Upkeep Service (Orange)
 Metal Sign: Sinclair Credit Cards (White/Red/Green)
 Metal Sign: Skelly, Approx 5'x5', (Red/White/Blue)
 Metal Sign: Sound Your Z, Pennzoil (Yellow) (Located Outside)
 Metal Sign: Span-O-Life Batteries (Yellow/Black/Red)
 Metal Sign: Standard White Crown (White/Red)
 Metal Sign: Sterling Motor Oil (White/Green)
 Metal Sign: Studebaker, Authorized Service (Blue/Red)
 Metal Sign: Texaco Certified Service (Located Outside)
 Metal Sign: Texaco Motor Oil, Clean, Clear, Golden (Located Outside)
 Metal Sign: Union Agency (White)
 Metal Sign: USL Battery Service, Approx 59"Hx17"L (Blue/Orange)
 Metal Sign: Veedol Motor Oil (Black/Orange)
 Metal Sign: Whippet, Willys-Overland Company (Red)
 Metal Sign: White Rose Oil (Blue/Red/White)
 Metal Sign: Wolf's Head Motor Oil (Red/White/Green)
 Morris Service, Wood Sign
 Packard Thermometer, Apprx 38"Hx8"L
 Vintage Texaco Sign, Outdoor Large Sign, Approx 25'
 Globe: Dixie Premium Gasoline (Glass Front, Plastic Shell)
 Globe: Mustang Gasolene (Glass Front, Plastic Shell)
 Globe: Save-More System, Regular (Glass Front, Plastic Shell)
 Globe: Skelly #2 Diesel (Glass Front, Plastic Shell)
 Globe: Skelly Regular (Glass Front, Plastic Shell)
 Globe: Skelly Supreme (Glass Front, Plastic Shell)
 Globe: Texaco Sky Chief (Glass Front, Plastic Shell)



Globe: White Rose Gasoline (Glass)
 (10) Vintage Oil Lanterns
 (2) Large Vintage Headlights
 (2) Tulpen Rallye - Holland Plates, 1949 & 1950 (Orange)
 (2) Vintage Automobile Trunks
 (2) Vintage Irons, Cast Iron; (5) Car Pencil Sharpeners
 (3) Tulpen Rallye - Holland Plates, 1952, 1953, 1956 (Orange/Yellow)
 (4) Children Toy Ride Cars with 1/4 Mile Steel Track (Located Outside)
 (4) Front Grilles: MG, Austin, Wolseley, Riley; (1) Packard Hubcap
 (4) Hubcaps, (1) Mercedes-Benz Grill
 1914 Gardner Hard Coal Base Wood Burner, Cast Iron, 450lbs
 Antique Music Player, Wood
 Authentic Cast Iron English Telephone Booth (Inside)
 Authentic Cast Iron English Telephone Booth (Outside, Broken Glass)
 Brass Collection: E&J Brass Tail Light, French Self Contained Carbide Generator Head Lamp, Pair Early Side Lamps, Head/Tail Light m 1910 EMF Model 30, Overland Head Lamp (Case Contents Only)
 Brass Collection: Silverlight Auto Horn from Australia 1910, Royal Emblem from English Coach, Dietz Automobile Side Lamps 1905-1910, (2) Imperial Court Oil Bottle, The Neverout Motor Lamp (Case Contents Only)
 Car Club Badges/Emblems, Large (In Glass Case, Case Not Included)
 Car Club Badges/Emblems, Small (In Glass Case, Case Not Included)
 Car Club Plates/Emblems, Large Collection (Mounted, Brown Frame)
 Car Show Plates/Emblems, Large Collection (Mounted, White)
 Clock, (2) Candelabra - Ornate Gold Cast Iron Set
 Coca-Cola Bottle Machine
 Collection of Ash Trays, Approx 60
 Collection of Car Emblems, Automotive Oil Cans (Contents of Case Only)
 Collection of Oil Cans, Oil Bottles, Wiper Blades (Contents of Outdoor Texaco Display Windows)
 Collection of Road Maps
 Collection of Vintage Horns, Oil Can, Gas Nozzle
 Design Pat'd 1857, Model Parlor 2, Cast Iron Wood Burner
 Eagle Brand Drinking Water Bag
 Large Collection of Vintage Tins
 License Plates, Collection of (29) Various Foreign Plates
 License Plates, Collection of 14 Various Plates
 License Plates, Collection of 21 Various Plates
 License Plates, Collection of 23 Various Plates
 National Cash Register, British Pounds - S-21552/346/H
 National Cash Register, US Dollars - 835440/336
 Pair of Jaguar Statues
 Piano, Emerson Piano Co - Square Grand (Needs Restoration)
 Pines Winterfront Co., Grille, Approx 23"x17" (Black)
 Poster Display Case, Vintage Posters Included
 Rolls Royce Radiator
 Standard Cast Iron, Wood Burner
 Tobacco Cigars, C.H. Manley & Co., Indian, Approx 6'
 Vintage Ediview Film Splicer, Dual Super 8/8mm Film & Vintage Film Projector, 8mm
 Windmill, Wood - Approx 8'T
 Wood Carved Cowboy, Approx 3'
 Wood Carved Indian, Approx 3'
 (13) Vintage Car Ads, Framed
 (15) Set of Automobile Framed Prints
 (3) Pictures: Duesenberg, Racers, Ford Family Normall Print
 (9) Collection of Automobile Related Framed Prints





1913 Rolls-Royce Silver Ghost Town Car by Brewster



1935 Rolls Royce Phantom II
Four-Door Touring

