



# Classic Cars



Sale  
September 5  
2023

### 1. Auction date

The public sale will take place  
on Tuesday September 5 at 2 pm  
at Bernaerts Auctioneers,  
Verlatstraat 18, 2000 Antwerp

### 2. Viewing days

Ambachtstraat 9, 2322 Minderhout  
Friday September 1  
Saturday September 2  
Sunday September 3  
from 10 am to 6 pm

### 3. Collection dates

6 - 8 September, 10 am - 5 pm  
11 - 15 September, 10 am - 5 pm  
16 September, 10 am - 1 pm  
in Ambachtstraat 9, 2322 Minderhout

### 4. Buyers' premium and other charges

15% in the room  
18% via WebCast  
(registration until Monday September 4 at 6 pm the latest)  
€2/ lot administration fee

### 5. Shipping

freighthammer  
info@freighthammer.com





**BERNAERTS AUCTIONEERS BV**

Verlatstraat 20, 2000 Antwerp  
T +32 (0)3 248 19 21  
www.bernaerts.be - info@bernaerts.be

**Live Sale:**

**CLASSIC CARS**

September 5  
2 pm

**At the auction house: Verlatstraat 18, Antwerp**

**Viewing days:**

1 – 3 September  
10 am - 6 pm

**On site: Ambachtstraat 9, Minderhout**

Expertise: Automotive Consultancy Services (Gert Beets & Francis Luyckx)  
Bailliff's Office Jan Weyns-Birgit De Troij (WDT bv)

© SABAM/ © Digital photo: Studio Bernaerts & Autoworld (Chevrolet Corvette cars at Autoworld)  
layout & prepress: Studio Bernaerts  
ILL. cover p1. lot 12, ILL. cover p4. detail lot 31

Thanks to promotional support from  
Magazine BEHVA



# Classic Cars Sale

A collection  
of 40 old timers,  
from Lincoln  
to Corvette.

a hidden Belgian private collection



CHEVROLET  
CORVETTE

Indian  
Motorcycles

CORVETTE  
CARBALLISTA  
1979  
8 Cylinder

CM-Classics

GIUGO STORZI 1973  
GIUGO 1974  
GIUGO 1975  
GIUGO 1976  
GIUGO 1977  
GIUGO 1978  
GIUGO 1979  
GIUGO 1980  
GIUGO 1981  
GIUGO 1982  
GIUGO 1983  
GIUGO 1984  
GIUGO 1985  
GIUGO 1986  
GIUGO 1987  
GIUGO 1988  
GIUGO 1989  
GIUGO 1990  
GIUGO 1991  
GIUGO 1992  
GIUGO 1993  
GIUGO 1994  
GIUGO 1995  
GIUGO 1996  
GIUGO 1997  
GIUGO 1998  
GIUGO 1999  
GIUGO 2000  
GIUGO 2001  
GIUGO 2002  
GIUGO 2003  
GIUGO 2004  
GIUGO 2005  
GIUGO 2006  
GIUGO 2007  
GIUGO 2008  
GIUGO 2009  
GIUGO 2010  
GIUGO 2011  
GIUGO 2012  
GIUGO 2013  
GIUGO 2014  
GIUGO 2015  
GIUGO 2016  
GIUGO 2017  
GIUGO 2018  
GIUGO 2019  
GIUGO 2020  
GIUGO 2021  
GIUGO 2022  
GIUGO 2023  
GIUGO 2024  
GIUGO 2025



## The lifework of Marcel Sprangers



This hidden 40+ car and 70+ bike collection is the lifework of Marcel Sprangers, a Belgian industrialist who started collecting classics in the 1980's and created his own private museum over the years.

The collection includes some of the great US makes from the early days of motoring to more recent decades, as well as examples of the two major Belgian names in the history of the automobile: Minerva and FN.

Highlights include a 1939 iconic Lincoln Zephyr twelve coupe, a 1929 Auburn 8-90 convertible sedan, a 1939 Cadillac series 61 convertible sedan, a 1930 Pierce Arrow sedan, a 1929 Packard 640 coupe as several Corvettes of different generations including some very rare conversions.

There are also some rare US sportscars such as a Glasspar G2, Kellisson roadster and a Canadian La Dawri.

The entire car collection will be auctioned by Bernaerts Auctioneers on September 5th, a viewing will be held from 1 to 3 September in the Sprangers museum in Minderhout in the north of Belgium, close to the Dutch border.

The motor bike sale will be held in Spring 2024.



## 1. Corvette C5 Z06 Go-Kart by Midwestern Industries LLC

Vin: 117471  
Engine: Briggs & Stratton 1 cylinder 3.5 hp

€ 2 000 - 3 000



This Go-Kart is a creation of Midwestern Industries LLC of Goshen, Indiana.

It is in brand new and unused condition, on display in the seller's private museum since 2008.

Documents: None.





## 2. 1959 FIAT 500 N Jolly recreation

Vin: 110\*083306  
Engine: Fiat 2 cyl in line  
479 cc 11 kW / 15 hp  
number Fiat 110.000\*102819\*  
Gearbox: Manual 4 speed  
Odometer reading: 34106 km

€ 10 000 - 15 000



In 1958 Fiat's big boss, Gianni Agnelli ordered the design of a special, open variant of the Fiat 500. He had a beach car in mind to drive celebrities on the exclusive beaches and in luxurious ports. Ghia redesigns and builds the simple open 500, without doors or roof. Only a sun canopy is sufficient to prevent the 'happy few' from getting burned in the sun.

The original appears in 1958, with wicker seats and only in charming pastel shades. Agnelli himself also likes the small dimensions because the Jolly, as the open 500 is called, can also be easily transported on the yachts of the super rich, such as his own 25 meter yacht 'Agneta'. Famous customers are big names such as Aristotle Onassis, Princess Grace of Monaco and President Lyndon B. Johnson who happily drives his Jolly around his huge Texas ranch.

In summary, the 500 is St-Tropez, Palm Beach and Capri all in one, it's 1960s jet set life on wheels.

This car started its life as a regular 500N for the US market and at some point in its life it received a full restoration/transformation to Jolly look. It is finished in a mintgreen paint over white and green vinyl interior. It still is in a nice overall condition with only minor traces of age since the restoration.

The car was placed in the seller's private museum in good running condition. Due to some years of static display some light reconditioning will be necessary to bring the car back on the road.

Documents:  
US title (Commonwealth of Pennsylvania), Proof of payment of EU import taxes, Belgian 705 custom document.

Please note that although the chassis has its original factory stamped vin 110\*083306 the id plate and all documents (US Title, import documents, 705 custom document) mention as Vin: R13365606.





### 3. 1913 Ford T Speedster

Vin: 7978844  
Engine: Ford 4 in line 2878 cc  
15 kW / 20 hp  
Gearbox: 2 speed + reverse planetary gearbox  
Odometer reading: none

€ 8 000 - 12 000



The car that put America on wheels, the first affordable automobile, the most influential car of the 20th century in the 1999 Car of the Century competition... plenty ways of describing the Ford T.

It was Ford's first mass produced car, over 15 million Tin Lizzies were built in the production period from 1908 till 1927, a record that lasted for almost 50 years.

This Model T has been restored in the 1980's and is still in a fair overall condition with some traces of age since the restoration. Parts of various ages of model T's were used with the restoration.

The engine had a rebuild and benefits from an electric starter.

The car had a light accident at the front, radiator is damaged, headlight supports bent.

The car was placed in the seller's private museum in good running condition.

Due to some years of static display some light reconditioning will be necessary to bring the car back on the road.

Documents:  
US Title (Oklahoma), EU import documents

#### 4. 1999 Chevrolet Corvette C5 coupé targa top

Vin: 1G1YY22G5X5116527  
Engine: GM LS1, 350 c.i. / 5735 cc, 257 kW / 345 hp  
Gearbox: Automatic 4 speed  
Odometer reading: 138906 km

€ 10 000 - 20 000



The fifth-generation Corvette was introduced in 1997 and ran through 2004. This platform was created from the proverbial "clean sheet of paper" and this opportunity was used to take everything General Motors engineers and designers had learned about sports cars since 1953, and make the C5 series the best Corvette available, to that point in time. Car and Driver magazine stated; "powerful rivetrain, balanced chassis, fun to drive...the best Corvette ever, and better value than a 911". The good reviews continued with Motor Trend magazine writing that "with its ground-up redesign, the Corvette has emerged not only as a world-class performance car, but an unbelievably comfortable riding grand tourer".

This car is still in its original blue collar scheme, with black interior.

The car was placed in the seller's private museum in good running condition. Due to some years of static display some light reconditioning will be necessary to bring the car back to life.

Documents:  
Belgian registration, C.O.C.



## 5. Chevrolet Series AB National 2-door Roadster

Vin: 3913317 (engine number – no documents)  
Engine: Chevrolet 4 cylinder Overhead Valve  
171 c.i. / 2802 cc  
26 kW / 35 hp, Carter carburetor  
Gearbox: 3-speed manual  
Odometer reading: 18165 miles

€ 10 000 - 20 000



The Chevrolet Series AB National (or Chevrolet National) is an American vehicle manufactured by Chevrolet in 1928 to replace the 1927 Series AA Capitol. Documented production numbers show that 1,193,212 Series ABs were manufactured in a variety of body styles. Chevrolet instituted serial number recorded on the front seat heel board on either the left or right side, using the listed numbers to designate the point of origin of the vehicle identified.

The Chevrolet Series AB National roadster was also known for its affordability, making it accessible to a wide range of customers. During a time when car ownership was becoming increasingly popular, Chevrolet offered a reliable and stylish option at a more affordable price point. This contributed to the roadster's popularity, allowing more people to experience the thrill of driving and the sense of independence that came with owning a car.



This car was restored some years ago and is still in a very nice overall condition with some traces of age and use since the restoration.

The car was placed in the seller's private museum in good running condition.

Due to some years of static display some light reconditioning will be necessary to bring the car back on the road.

Documents: none.

## 6. 1958 Nash Metropolitan 1500 series III

Vin: E47675  
Engine: BMC B series 4 in line, 1489 cc 55 hp, number 15C-n-H-94579  
Gearbox: Manual 3 speed  
Odometer reading: 56392 miles

€ 5 000 - 10 000



The Nash Metropolitan is a classic and iconic automobile that holds a special place in the hearts of car enthusiasts and collectors alike. Produced from 1953 to 1961, the Metropolitan is a compact car that was ahead of its time in terms of design and functionality. Its unique appearance and charming personality have made it a beloved symbol of the 1950s and '60s.

The Nash Metropolitan was the result of a collaboration between Nash Motors and the British automaker Austin. It was designed to be an affordable and economical car for urban driving, catering to the growing demand for compact vehicles in post-war America. The Metropolitan's small size and efficient engine made it perfect for navigating crowded city streets while still providing a comfortable and enjoyable driving experience.

Despite its small size, the Nash Metropolitan was surprisingly roomy on the inside. It could comfortably seat four

passengers, making it a practical choice for families and individuals as well. The interior was thoughtfully designed, with attention given to comfort and functionality. The dashboard was simple yet stylish, featuring easy-to-read gauges and controls. The seats were well-padded and offered ample legroom, ensuring a pleasant journey for occupants.

This particular car had an older sympathetic restoration and is finished in a 2 tone paint white and bronze over a black and white interior. It is in an overall nice condition with some traces of age since the restoration.

The car was placed in the seller's private museum in good running condition. Due to some years of static display some light reconditioning will be necessary to bring the car back on the road.

Documents:  
US Title, proof of payment EU import taxes.



## 7. 1954 Glasspar G2 roadster

Vin: 164  
Engine: Ford V8 (Y-block) 272 c.i.  
4465 cc +/- 121 kW / 162 hp  
Gearbox: Automatic 3 speed gearbox  
Odometer reading: 6362 miles

€ 25 000 - 40 000



The Glasspar G2, introduced in 1949, was a remarkable sports car that captured the spirit of the post-war era and the burgeoning enthusiasm for automotive innovation. Manufactured by Bill Tritt, a pioneer in the field of fiberglass-reinforced plastic construction, the G2 was the first production all-fiberglass sports car body built by an American fiberglass manufacturer. A few were built as complete cars but most were offered as a body, or body/chassis kit. The sleek and aerodynamic design of the Glasspar G2 turned heads wherever it went. Its flowing lines, low-slung profile, and rounded fenders exuded a sense of speed and elegance. The body was constructed using hand-laid

fiberglass, a lightweight and durable material that allowed for greater design freedom and improved performance. This approach marked a departure from the traditional steel or aluminum bodies of the time.

Under the hood, the Glasspar G2 featured a range of engine options, including powerplants from Ford, Chevrolet, and Mercury. The most popular choice was the Ford V8 engine, which provided a thrilling driving experience and ample power. With its lightweight construction and powerful engine, the G2 boasted impressive acceleration and handling, making it a formidable competitor on the racetrack.



While the Glasspar G2 enjoyed a relatively short production run, it left an indelible mark on automotive history. Its influence can be seen in subsequent fiberglass-bodied sports cars and the wider adoption of lightweight materials in automotive manufacturing. Today, the Glasspar G2 is a sought-after collector's item, a reminder of a bygone era when automotive enthusiasts pushed the boundaries of design and engineering.

This particular in yellow over a red artificial leather interior car was cosmetically restored some years ago and it is in a nice overall condition.

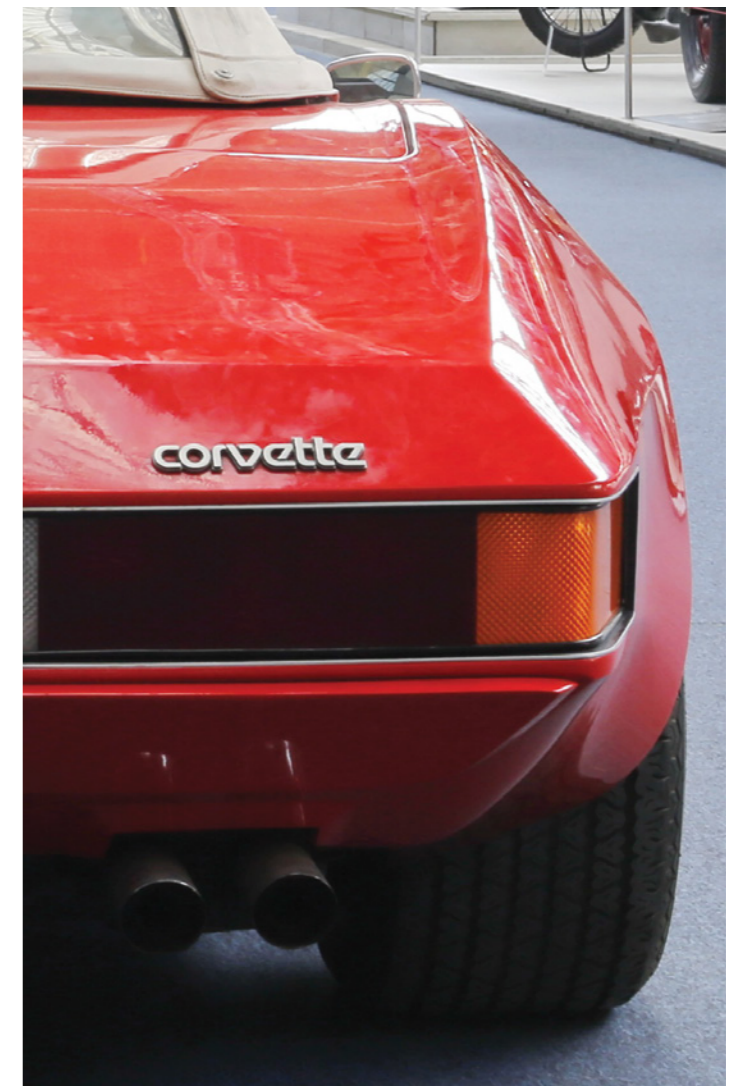
The car was placed in the seller's private museum in good running condition. Due to some years of static display some light reconditioning will be necessary to bring the car back on the road.

Documents:  
Original US title (state of New Jersey), European import documents, Belgian 705 custom document.

## 8. Chevrolet Corvette Coupe Harry Mann Prototype

Vin: 1Z67J5S419651  
Engine: GM V8 L-48 350 c.i.  
5735 cc 165 hp  
Gearbox: 3 speed Automatic (Turbo Hydra Matic)  
Odometer reading: 45415 miles

€ 25 000 - 30 000



This one-off prototype is the creation of Harry Mann Chevrolet in co-operation with GM.

The late Frank Milne was the owner of the "World's Largest Corvette Dealer" for its last few decades. Every couple of years he created a Corvette special with the help of Gerry Palmer (chief of design of the Corvette division at General Motors) and his body shops very talented fiberglass artist Eric Ruffo. More than customs, these cars were made from brand-new Corvettes and looked like factory prototypes.

This car was part of the personal collection of Frank Milne and was imported in Europe in the early 2000's.

The car has 45415 miles from new and is in a nice overall condition. It comes with soft- and hardtop.

This ultra rare Corvette special is a must have for any serious Corvette collection.

The car was placed in the seller's private museum in good running condition. Due to some years of static display some light reconditioning will be necessary to bring the car back on the road.

Documents:  
Dutch registration, Belgian 705 custom document.



## 9. Chevrolet Corvette Coupe Harry Mann Prototype

Vin: 1Z37L7S415173  
Engine: GM V8 L-82 350 c.i.  
5735 cc 180 hp  
Gearbox: 3 speed automatic (Turbo Hydra Matic)  
Odometer reading: 51548 miles

€ 20 000 - 30 000



This one-off prototype is the creation of Harry Mann Chevrolet in co-operation with GM.

The late Frank Milne was the owner of the "World's Largest Corvette Dealer" for its last few decades. Every couple of years he created a Corvette special with the help of Gerry Palmer (chief of design of the Corvette division at General Motors) and his body shops very talented fiberglass artist Eric Ruffo. More than customs, these cars were made from brand-new Corvettes and looked like factory prototypes.

This car was part of the personal collection of Frank Milne and was imported in Europe in the early 2000's.

The car has 51548 miles from new and is in a nice overall condition. This ultra rare Corvette special is a must have for any serious Corvette collection.

The car was placed in the seller's private museum in good running condition. Due to some years of static display some light reconditioning will be necessary to bring the car back on the road.

Documents:  
Dutch registration, Belgian 705 custom document.

## 10. 1929 AUBURN 120 PHAETON SEDAN

Vin: MD34969 (present on engine plate)  
Engine: Lycoming Eight, 246,7 c.i., 120 hp  
Gearbox: Manual 3 speed  
Odometer reading: 295 miles

€ 45 000 - 65 000



One of the most stylish American classics sold in the Roaring Twenties, Auburn's range of Lycoming eight-cylinder cars were distinguished by two-tone colour schemes and a sweeping beltline over the bonnet. Under the guidance of Errett Lobban Cord, Auburn underwent something of a renaissance and sales doubled for three consecutive years from the time he took over in 1924. For 1929 Auburn offered a range of both six and eight cylinder motor cars, the latter available in 8-90, 8-115 and 8-120 variants, with a number of factory body styles. In the 8-90 the Lycoming eight developed 93 horsepower from 247-cid with a Schebler Duplex carburetor and had a wheelbase of 125-inches. Production for 1929 ran to 23,509 units.

This car is equipped with a rare 4 door phaeton sedan body in green/tan with green wire wheels carrying Lester 6,00/6,50-18 white wall tyres. The car had a thorough restoration in the early 2000's and has only driven 295 miles since. There are some light traces of age since the restoration. Due to some years of static display in a private museum some light reconditioning will be necessary to bring the car back on the road.

Documents:  
photocopy of the US certificate of title (Florida);  
proof of payment of EU import taxes.

Please note the title mentions the engine number MD34969.





## 11. 1973 Chevrolet Corvette Breadvan

Vin: 1Z37T3S406136  
Engine: GM V8 305 c.i. code C2R, casting 3970010  
nr 171120123  
Gearbox: Automatic 3 speed  
Odometer reading: 57635 miles

€ 8 000 - 14 000



This 1973 T top Corvette received a transformation that included 4 fixed headlights, the shape of the front, 4 larger wheel arches and a shooting brake conversion. It is finished in gold metallic over a black vinyl interior. The car is in a good overall condition. The car was placed in the seller's private museum in good running condition.

Due to some years of static display some light reconditioning will be necessary to bring the car back on the road.

Documents:  
Bill of sale, Proof of custom payment.





## 12. 1939 Lincoln Zephyr twelve coupe

Vin: H83540  
Engine: Ford/Zephyr V12 267 c.i.  
4375 cc 110 hp  
Gearbox: 4 speed manual  
Odometer reading: 1605 miles

€ 50 000 - 70 000



The Lincoln Zephyr was the model in between Ford's V8 De Luxe line and the exclusive Lincoln K-series. It was a competitor for Cadillac's LaSalle line, the Chrysler Airstream and the Packard one-twenty. The Zephyr's V12 engine was quite unique in its class since its competitors only had 8 cylinder engines.

Designed by John Tjaarda, who was fascinated with airplanes, the aerodynamic body had a drag coefficient of only 0.45. The body was monocoque construction and very

rigid, but surprisingly light for its size. The first model had a weight of only 3,350 lb (1,520 kg).

The Zephyr was powered by a small 75° V12 engine developed from Ford's Flathead V8 and unrelated to the larger K-series Lincoln V12 engines. The valve-in-block flathead engine was quite compact, allowing a low hood.

This car had an older restoration and is still in a very nice overall condition with some light traces of age since the restoration.

The car was placed in the seller's private museum in good running condition.

Due to some years of static display some light reconditioning will be necessary to bring the car back on the road.

Documents:  
US title, State of Florida, EU import papers, Belgian 705 custom document.

Please note that the title and import documents mention the body number 96H72223 as Vin.



### 13. 1988 Chevrolet Corvette C4 Convertible

Vin: 1G1YY3180J5119729  
Engine: GM L98, 350 c.i. / 5735 cc, 186 kW / 250 hp  
Gearbox: automatic 4 speed  
Odometer reading: 70855

€ 10 000 - 20 000



The C4 Corvette represented a clean break from the Zora Arkus-Duntov-designed C3, with a completely new chassis and sleeker, more modern but still evolutionary styling. The convertible returned to the Corvette line late in the 1986 model year. This was excellent news and fans of America's sports car were too enthused to wonder why it had been gone for ten years. Open air motoring carried a significant price increase however. The convertible was a \$5,000 premium over the coupe and at \$32,032 it cracked the \$30,000 price point by a significant amount. The Corvette had been getting pricey in recent years. Only two short model years earlier, the 1984 Corvette was \$21,800 and except for the '82 Collector Edition Hatchback, it was the first Corvette to cost more than \$20,000. With a huge

jump in performance and technology via the C4 introduction, the Corvette maintained its lead as the premier performance car bargain. This car is still in its original light blue collar scheme, with blue/black interior.

The car was placed in the seller's private museum in good running condition. Due to some years of static display some light reconditioning will be necessary to bring the car back to life.

Documents:  
Belgian registration, Declaration of stamping the Vin by GM/Opel,  
Partial history.





## 14. 1928 Minerva AK 32 CV Landauette by Victor Broom Ltd

Vin: 58468  
Engine: Minerva/Knight 6 in line (95 x 140 mm) 5951 cc  
nr 58490  
Gearbox: manual 4 speed gearbox  
Odometer reading: 68939 miles

€ 50 000 - 70 000



Source: P. Boval & A.Valcke - Minerva Vandaag, p.131

## Minerva

The Goddess of Automobile



The Belgian car brand Minerva became famous in the 1920s and 1930s for its luxurious appearance and very solid finish. The car was mainly supplied to royal families and dignitaries.

In the early twentieth century, Belgium had a thriving car industry with brands such as FN, Impéria, Excelsior and Métallurgique. The most famous Minerva brand was founded in 1897 by the Dutchman Sylvain de Jong, who moved from Amsterdam to Antwerp. Minerva, named after the Roman goddess of wisdom, initially made bicycles and

motorcycles, and from 1904 also cars. The breakthrough comes in 1908, when the license is obtained to produce the noiseless Knight sliding motor. Minerva focuses more and more on the highest segment of the market and can compete with brands such as Rolls-Royce and Hispano-Suiza in the mid-1920s. This Minerva 32 CV AK, one of the most prestigious in the line of productions, dates from 1928 and is equipped with the nearly 6.0 liter six-cylinder sleeve engine and a landauette limousine body by Victor Broom Ltd.

Broom was a specialized London based coachbuilder making high quality bodies on expensive chassis of makes as Bentley, Rolls-Royce, Invicta, Delage, Hispano-Suiza and Minerva for its rich clientele. This car has been restored in the 1980's and is still in a nice overall condition with some traces of age since the restoration. The car was placed in the seller's private museum in good running condition. Due to some years of static display some light reconditioning will be necessary to bring the car back on the road.

Documents:  
Belgian registration (falsely mentioning 23/12/1930 as the day of first use and an engine capacity of 4,7 liters), dating certificate by the Veteran Car Club of Belgium confirming the 1928 build year.



## 15. 1959 La Dawri Conquest Roadster

Vin: 7211  
Engine: Willys L161, 6 in line, 55 kW / 75 hp  
nr 2S36416  
Gearbox: Manual 3 speed gearbox  
Odometer reading: 8034 km

€ 20 000 - 30 000



Back in the fifties and sixties, fiberglass bodied sports cars were hot! People built them, they raced them, and many companies made money producing them. La Dawri was one of the biggest players in the game.

La Dawri Coachcraft was founded by Leslie Albert Dawes in British Columbia, Canada in 1956 and is credited with making Canada's first fibreglass car, the La Dawri Cavalier. The company moved to the United States in 1957 where it became one of the largest fiberglass sports car body companies during the rebodys/specials craze of the 1950s and 1960s. The company ceased operations in 1965. The La Dawri name came from a combination of L. A. Dawes and his friend Don Wright.

La Dawri offered several different fiberglass bodies that could be used on a number donor chassis.

This specific car is the La Dawri Conquest model of which around 100 kits are believed to have been built. It comes in a 2 tone red/white paint with matching interior. The car was restored and received a new interior trim. The Willys L161 Lightning engine is combined with a 3 speed manual gearbox. The car was placed in the seller's private museum in good running condition. Due to some years of static display some light reconditioning will be necessary to bring the car back on the road.

Documents:  
fotocopy of US title, Michigan, Make: Assembled; proof of payment  
EU import taxes.



## 16. 1936 Aero 30

Vin: 2265  
Engine: 2 cylinder two stroke, air-cooled, 998 cc, 30 hp, Ikov carburetor  
Gearbox: 3-speed manual  
Odometer reading: 42332 km

€ 10 000 - 15 000



The Aero 30 was a Czechoslovakian automobile built by Aero from 1934 to 1945. The model was the first Aero with front-wheel drive. The two-cylinder, two-stroke engine had a displacement of 998 cm<sup>3</sup> and produced 30 hp. With its three-speed gearbox, the car achieved a top speed of around 110 km/h. Fuel consumption was 9-11 l/100 km.

From 1939 onwards, the Aero 30 had a modernised factory body designed by Sodomka, which can be recognised above all by the rounded radiator grille. With 7425 cars built, the Aero 30 was Aero's most successful pre-war model. Of these, 3285 were delivered as saloons, 2162 as sports cars and 837 as vans.

For the market launch of the Aero 30, the motor journalist František Alexander Elstner took off from Prague to Scotland in one of the first cars in August 1934.

In 1934 and 1935, several vehicles competed in the 1000 Miles of Czechoslovakia. Vladimír Formánek came 33rd in the 1937 Monte Carlo Rally with an Aero 30 Special.

This car has been restored some decades ago and is still in a nice overall condition with some traces of age and use since the restoration.

The car was placed in the seller's private museum in good running condition.

Due to some years of static display some light reconditioning will be necessary to bring the car back on the road.

Documents:  
copies of a Czechoslovakian registration.

## 17. Chevrolet Bel Air Second Generation V8 4-door Sedan

Vin: VB56B049955  
Engine: Chevrolet small block V8, 256 c.i. / 4195 cc, 121 kW / 162 hp, two barrel carburetor  
Gearbox: 2-speed Powerglide automatic

€ 15 000 - 25 000



Chevrolet first used the Bel Air nameplate in 1950, sticking it on a new hardtop model that, somewhat oddly, was styled to look like a convertible, though the steel roof was fixed. In '53 the Bel Air badge then applied to the range-topping variant of the full-size line-up.

The second generation cars spanned the glory years of the Bel Air, 1955 to 1957. The 1956 Bel Air received a face-lift with a more conventional full-width grille, pleasing those customers who didn't favor the Ferrari-inspired '55 front end. Two-tone bodyside treatments and front and rear wheel openings completed the "speedline" restyling. Single housings incorporated the taillight, stoplight, and backup light, and the left one held the gas filler – an idea popularized on Cadillacs.

This car has been restored some years ago and is still in a very nice overall condition with some light traces of age and use since the restoration.

The car was placed in the seller's private museum in good running condition.

Due to some years of static display some light reconditioning will be necessary to bring the car back on the road.

Documents:  
Certificate of Title from the state of North Carolina.

## 18. 1998 Chevrolet Corvette C5 1953-2003 Commemorative Edition by AAT

Vin: 1G1YY32G8W5122276  
Engine: GM V8 346 c.i.  
5670 cc, 345 hp  
Gearbox: manual 6 speed  
Odometer reading: 22600 miles

€ 40 000 - 50 000



The 1953-1993 Corvette Commemorative Edition is the creation of Advanced Automotive Technologies. The car combines the retro styling of the original 1953 Corvette with the modern power and comforts of the Corvette C5.

AAT made new body panels that were installed using the same attachment locations as production panels so there are no structural modifications. All safety related items remained intact.

This car is #126 of 210 build, finished in the original '53 color scheme of white over red. The car has 22600 miles and is in an excellent overall condition.

Due to some years of static display some light reconditioning will be necessary to bring the car back on the road.

Documents:  
US title, proof of payment of EU import taxes, Belgian 705 custom documents.

## 19. 1926 Hupmobile "8" E-1 Rumble Seat Coupé

Vin: 1G1YY32G8W5122276  
Engine: GM V8 346 c.i.  
5670 cc, 345 hp  
Gearbox: manual 6 speed  
Odometer reading: 22600 miles

€ 10 000 - 20 000



The Hupmobile 8 cylinder in line E Series was a remarkable automobile that captured the essence of the Roaring Twenties. Produced by the Hupp Motor Car Company, this vehicle was a testament to the innovative spirit and craftsmanship of its time. With its sleek design, advanced features, and powerful engine, the Hupmobile became a symbol of luxury and elegance on the roads.

It was a true testament to the automotive industry's progress during the 1920s. It combined style, power, and innovation in a way that captivated the imagination of the era's motorists. Whether it was cruising down city streets or embarking on long journeys, it provided its owners with a sense of prestige and adventure.

This 6th owner car has been restored some decades ago and is still in a very nice overall condition with some light traces of age and use since the restoration.

The car was placed in the seller's private museum in good running condition. Due to some years of static display some light reconditioning will be necessary to bring the car back on the road.

Documents:  
Belgian application document for registration of a vehicle, partial history file with Certificate of Title from the state of California.



## 20. 1960 Kellison Astra Roadster

Vin: XK003  
Engine: GM V8, 305 c.i., casting 14016381  
4998 cc +/- 150 hp  
Gearbox: automatic 3-speed  
Odometer reading: 11413 miles

€ 25 000 - 40 000



Within the hundreds of companies that produced fiberglass sportscar bodies over the years, only a few of them reached serious production volumes.

One of the companies to leave a mark on the industry was Kellison Engineering. Jim Kellison started in 1958 and offered different models of kits but also his own ladder frames (this one being a 98" inch wheelbase).

This particular car is equipped with a Kellison frame and J3 series roadster body.

The car has been restored and modernised and is still in a nice overall condition with some light traces of age since the restoration.

The engine is a Chevy V8 305 with Holley 4 barrel carburetor.

The body finished in red paint over a red interior with vinyl bucket seats, the dashboard gauges are VDO, there is a wooden sport steering wheel.

The car was placed in the seller's private museum in good running condition. Due to some years of static display some light reconditioning will be necessary to bring the car back on the road.

Documents:  
New York State registration document, proof of payment of EU import taxes, Belgian 705 custom document.

## 21. 1932 Chevrolet Series BA Confederate Special

Vin: 003211945 (present on chassis front left)  
Engine: GM 6 cylinder in line, "848" high compression (1956-1962), 235 c.i. / 3850 cc, downdraft carburetor, engine number F0423B.  
Gearbox: Automatic 3 speed  
Odometer reading: 12652 miles

€ 30 000 - 40 000



This Special is built on the base of a 1932 Chevrolet Series BA Confederate. It is built in the style of the 1920's American race cars and has been equipped with an automatic gearbox.

The six-cylinder engine displaces 235 cubic inches, has a high compression configuration (3836848 GM 28 code), overhead valves, solid valve lifters. The one-barrel downdraft carburetor engine has been tuned with Offenhauser parts. It has been placed on display previously in the St. Louis Car Museum & Sales and comes with a Certificate of title from the state of Missouri delivered in 2008.

This car was built some decades ago and is still in a nice overall condition with some light traces of age since the restoration.

The car was placed in the seller's private museum in good running condition.

Due to some years of static display some light reconditioning will be necessary to bring the car back on the road.

Documents:  
Certificate of Title from the state of Missouri.







## 22. 1954 Chevrolet Corvette C1

Vin: E54S002141  
Engine: GM Blue Flame, 6L, 235,5 c.i. V  
3859 cc 112 kW / 150 hp  
number 0526964F54Y  
Gearbox: 2 speed automatic (powerglide)  
Odometer reading: 89540 miles

€ 40 000 - 65 000



The year 1953 marked a significant milestone in American automotive history with the introduction of the Chevrolet Corvette, only 300 cars were built that first year. The 1954 Corvette was the second production year for this iconic sports car and set the stage for its enduring legacy in the years to come. With its sleek design, powerful performance, and undeniable charm, the 1954 Corvette became a symbol of the American dream and a true embodiment of post-war optimism.

One of the most notable features of the Corvette was its distinctive styling. The car boasted smooth, curvaceous lines that captured the imagination of car enthusiasts everywhere. The fiberglass body, a revolutionary choice at the time, allowed for a lightweight and aerodynamic design, enhancing the vehicle's performance on the road. With its prominent grille, rounded fenders, and iconic circular taillights, the Corvette exuded a sense of timeless elegance that still captivates car enthusiasts to this day.

Under the hood, the 1954 Corvette showcased impressive engineering for its time. Powering the car was a 3.9-liter inline-six engine, capable of producing 150 horsepower. While not the most powerful engine by today's standards, it provided ample power for the lightweight Corvette, delivering an exhilarating driving experience. The engine was mated to a two-speed Powerglide automatic transmission, allowing for smooth and effortless shifts. The 1954 Corvette also featured independent front suspension, which greatly improved handling and maneuverability. The interior of the 1954 Corvette was a testament to both style and comfort. The cockpit-inspired design embraced the driver, with a simple yet elegant dashboard layout and easy-to-read gauges. The seats were upholstered in luxurious leather, offering a touch of refinement and sophistication. While the 1954 Corvette was primarily designed as a two-seater sports car, it did include a small storage compartment behind the seats, providing some practicality in addition to its sporty nature.



Despite its undeniable appeal, the 1954 Corvette faced some challenges during its early years. Production numbers were relatively low, with only 3,640 units built that year, of which the majority was in polo white with red interior. The high price tag also posed a hurdle for many potential buyers, making the Corvette a rare sight on the roads. Nevertheless, the 1954 Corvette laid the foundation for future generations of this iconic sports car, paving the way for its eventual success and legendary status.

Today, the 1954 Corvette remains a sought-after classic car, revered for its timeless design and historical significance. Its rarity and desirability have made it a prized possession among collectors and enthusiasts alike. Whether displayed at car shows or driven on open roads, the 1954 Corvette continues to embody the spirit of the American dream and serves as a reminder of an era marked by innovation, style, and the pursuit of automotive excellence.

In retrospect, the 1954 Corvette holds a special place in the hearts of car enthusiasts worldwide. It represents a turning point in American automotive history and remains a symbol of ingenuity and passion. The Corvette's enduring legacy can be traced back to this remarkable year, where the stage was set for decades of automotive greatness. This car has had an older restoration and is still in a nice overall condition with some light traces of age since the restoration.

Due to some years of static display in a private museum some light reconditioning will be necessary to bring the car back on the road.

This car is part of the Autoworld exhibition 'Chevrolet Corvette: a legend turns 70' and is on display in the Autoworld museum until 28 august 2023.

Documents:  
Swiss registration, EU import documents, Belgian 705 custom document.

### 23. 1923 Franklin Model 10 2-door Brougham

Vin: 131192 4  
Engine: 6 cylinder in line air cooled, 199 c.i. / 3261 cc, 25 hp, Solex 30 MH-G carburetor  
Gearbox: 3-speed manual  
Odometer reading: 70757 miles

€ 10 000 - 15 000



The 1923 Franklin Series 10 was a six-cylinder model that rested on a 115-inch wheelbase platform. Since Franklins were air-cooled, they had no need for radiators. Yet the Series 10 was given a conventional front end with a raked-back ovoid grille opening to allow air into the engine compartment. The entire hood assembly ahead of the firewall tilts forward as a single unit for easy access to the 25-horsepower, 199 cubic-inch inline six-cylinder engine. The car here was produced just before their design shift, and it has aged wonderfully, though at the time, buyers and dealers were not fans because the car did not resemble what was popular at the time. People were interested in cars that traditionally looked more like the horseless carriages of previous years, when the Franklins took a step into the future and created something different, something that more resembled cars from the 1930's. The problem ultimately was that Franklins may have been too advanced for their own good.

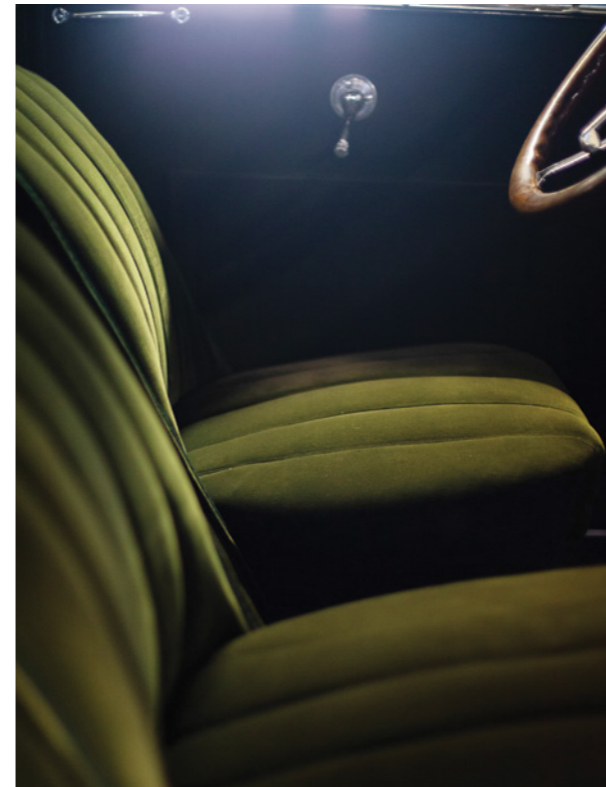
Series 10 body styles included a five-passenger tourer, a touring limousine, a sedan, a coupe, a roadster, a brougham, and Demi Sedan. This car is the rather unknown Brougham model.

This car has been restored some decades ago and is still in a nice overall condition with some traces of age and use since the restoration.

The car was placed in the seller's private museum in good running condition.

Due to some years of static display some light reconditioning will be necessary to bring the car back on the road.

Documents:  
Certificate of title from the state of Montana.



## 24. 1970 Chevrolet Corvette Mako-look racer

Vin: 194370S408906  
Engine: GM 454 c.i. with compressor (casting 14015445)  
7440 cc +/- 625 hp  
Gearbox: automatic 3 speed

€ 13 000 - 20 000



This 1970 Corvette is a heavily modified car for drag racing.

The body has been enlarged and received a Mako look, it is finished in a flashy yellow colour.

The interior has been altered with leather bucket seats, harness seat belts, roll cage and several additional gauges. The engine is a tuned 454 c.i. with forced induction blower, Holley carburetor and MSD ignition.

Wheels are aluminium centerline with ET Street slick tyres at the rear.

The car was placed in the seller's private museum in good running condition.

Due to some years of static display some light reconditioning will be necessary to bring the car back to life.

Due to the modifications it can be difficult to have this car road legal in the EU.

Documents:

Alabama Motor Vehicle Registration Tag and Tax receipt,  
Photocopy of State of New Hampshire registration certificate,  
Proof of payment of EU import taxes.

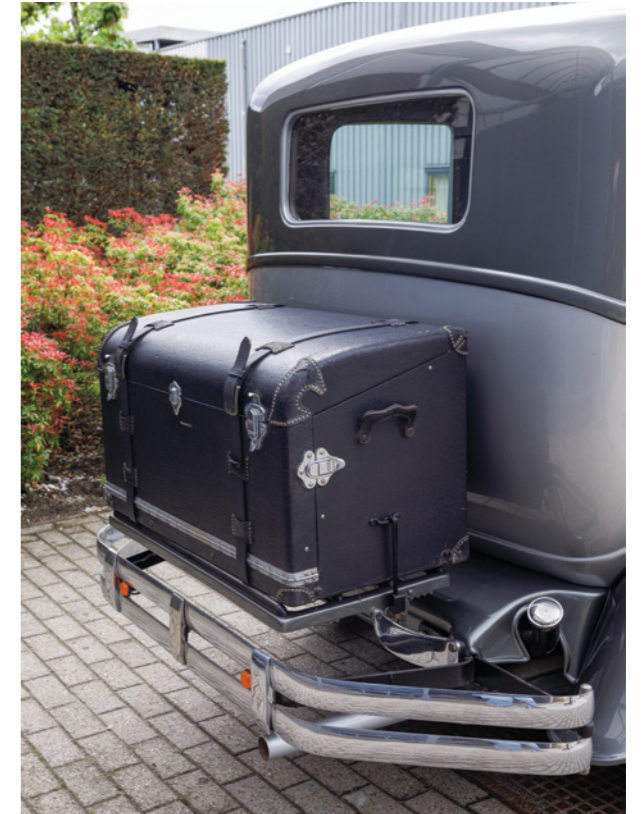




## 25. 1930 Pierce Pierce-Arrow Model B

Vin: 2502582  
Engine: Pierce L Head 8 in line, 366 c.i. / 5998 cc, 93 kW / 125 hp  
Stromberg UU-2 carburetor  
Gearbox: 3-speed manual  
Odometer reading: 20628 miles

€ 15 000 - 20 000



After being taken over by Studebaker in 1928, Pierce was finally able to develop its 8 cylinder in line L-head engine. As this also gave them the opportunity to use Studebaker's dealerships for selling and maintaining their cars, Pierce-Arrow models were benefiting from the situation. By 1933, the love story was over, and once again, Pierce made a final attempt to conquer the market.

In 1930 Pierce distributed their line-up with the Models A, B, and C. The Model B was the midrange offering which was similar to the Model 133 offered in 1929. They shared the same basic engine but the Model B came in a choice of wheelbase lengths.

This car has been restored some decades ago and is still in a nice overall condition with some traces of age and use since the restoration.

The car was placed in the seller's private museum in good running condition. Due to some years of static display some light reconditioning will be necessary to bring the car back on the road.

Documents:  
Belgian application for registration, partial history file with Certificate of Title from the state of Alaska.

## 26. 1981 Chevrolet Corvette Convertible Duntov turbo

Vin: 1G1AY8762BS404827  
Engine: GM V8 L48 350 c.i. with Rajay Turbocharger  
5735 cc 191 kW / 260 hp  
number 404827  
Gearbox: 3 speed automatic (Turbo Hydra matic)  
Odometer reading: 42581 miles

€ 28 000 - 38 000



**Zora Arkus-Duntov (1909 – 1996) was a Belgian-born American engineer whose work on the Chevrolet Corvette earned him the nickname "Father of the Corvette".**

The Duntov Turbo was built as a partnership between American Custom Industries (ACI), a company known for building replacement Corvette body panels, and Zora Arkus-Duntov. It was developed as a highly-stylized convertible sports car based on the production model Corvette and offered Zora finally the opportunity to build a Corvette with a turbocharged engine, something that GM always had refused as being "too expensive" with "too limited a market to make it profitable."

The Duntov Turbo (as it is officially known) was developed around the same platform as John Greenwood's widebody

race cars, though somewhat less outlandish in their outward appearance. The panels increased the width of the Duntov Turbo by six inches over that of a stock Corvette. All of the Duntov Turbos were finished in white with a red interior (an obvious homage to the original 1953 Corvette which started Duntov's life-long affair with the brand.)

Production of the Duntov Turbo began in late 1979 (as a 1980 MY) and was limited to just 200 cars. Each of the Corvettes began its life as a coupe. As Chevrolet had not built any Corvette convertibles since 1975, ACI used the same frame and cowl stiffening hardware that GM had used five years earlier. Each car was given a special suspension and wheel package, which included Bilstein shocks and Weld Wheels wrapped in Goodyear Wingfoot tires.

The steering wheel is signed by **Zora Arkus-Duntov**. Each car also received a number of custom interior features, including digital secondary gauges. Only the cars with automatic gearbox received the turbo upgrade. The base price of the Duntov Turbo started at \$30,000, the double of a base 1980 Corvette coupe.

This car is believed to be the 10th Duntov convertible build in a production believed to be only 86 cars, the number of 200 proposed cars was never reached. The car was placed in the seller's private museum in good running condition.

Due to some years of static display in a private museum some light reconditioning will be necessary to bring the car back on the road.

Documents:  
Original US title, European import documents.

**A TRUE SURVIVOR**  
*In Clean Original Condition*

**1981 CORVETTE CONVERTIBLE DUNTOV - TURBO**  
 Documented Original - # 10 of Only 28 Built  
 (Estimated: 28 convertibles & 9 coupes were built)

Project Endorsed By: ZORA ARKUS-DUNTOV with ACI Ohio  
 TO BE BUILT IN A LIMITED EDITION OF 200  
 ONE OF *Duntov's* LAST PROJECTS

**FEATURED IN THE APRIL 2008 ISSUE OF CORVETTE FEVER MAGAZINE**

**FEATURES:**

- L48 350 WITH TURBOCHARGER
- AUTOMATIC WITH FACTORY AIR CONDITIONING
- PW, PS, PB, PDL, CRUISE CONTROL
- AM/FM CASSETTE WITH CB RADIO
- SPECIAL ALUMINUM WHEELS

**THIS AUTOMOBILE IS FULLY DOCUMENTED IN NUMEROUS MAGAZINE ARTICLES AND BOOKS**

**ONE OF THE RAREST AND BEST DOCUMENTED DUNTOV TURBO CONVERTIBLES IN EXISTENCE**

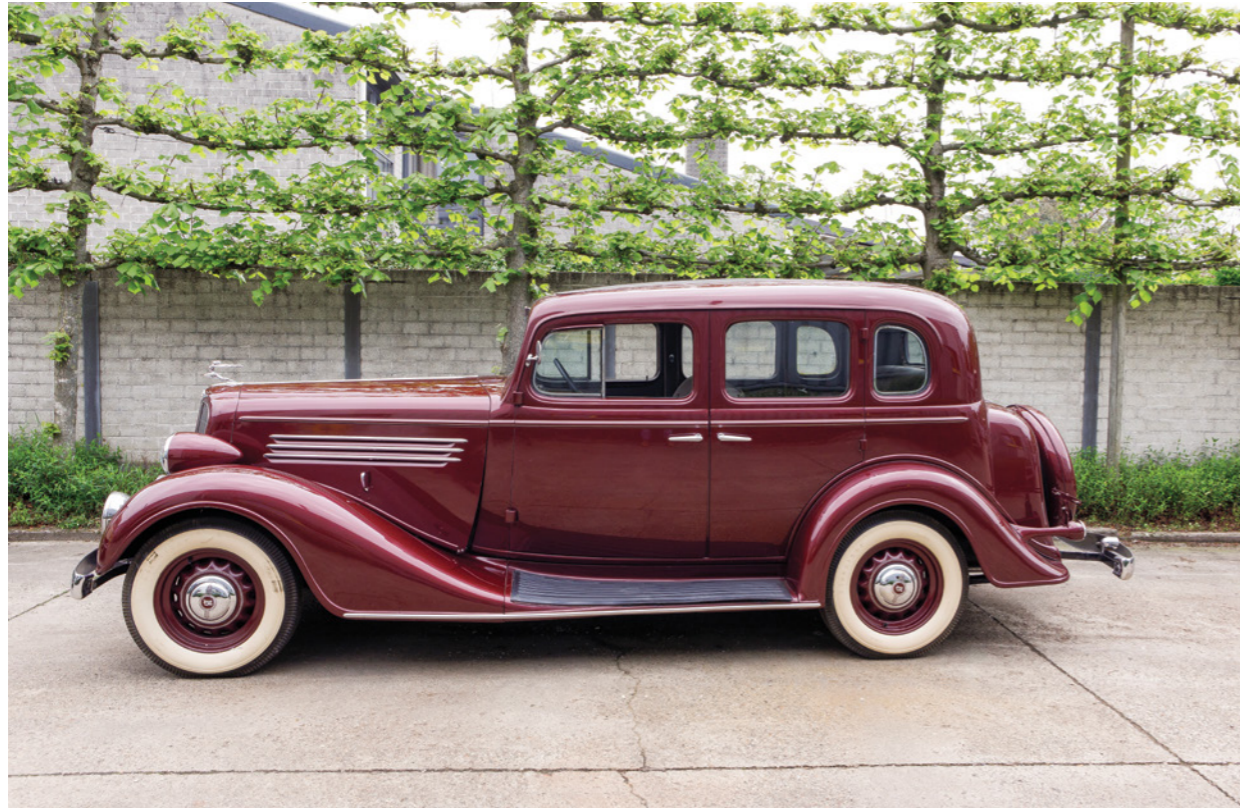




## 27. 1935 Buick Model 41 Club sedan

Vin: 2825224  
Engine: Buick 8 in line, 233 c.i.  
3818 cc, 94 hp  
Gearbox: manual 3 speed  
Odometer reading: 13571 miles

€ 15 000 - 25 000



The 1935 Buick sales brochure stated: "Of all who buy fine cars today, the majority are choosing Buick. In Buick, they find everything they seek - smart, sparkling style; quality which evidences itself day after day in superb performance and economy with everlasting dependability".

Nearly 90 years later, this proves to be very true.

The Fisher body (style 35-4419, number 15952) with built-in trunk had a smart prewar styling, equipped with Guide Multibeam headlights and Super Ray driving lamps. The luxury interior offered a Trico vacuum fan, steering lock and Arvin car radio

The straight 8 with 94 hp was a strong and reliable engine in its time.

This car had an older sympathetic restoration in burgundy metallic paint over a grey cloth interior and is still in a nice overall condition with different little traces of use since.

The car was placed in the seller's private museum in good running condition.

Due to some years of static display some light reconditioning will be necessary to bring the car back on the road.

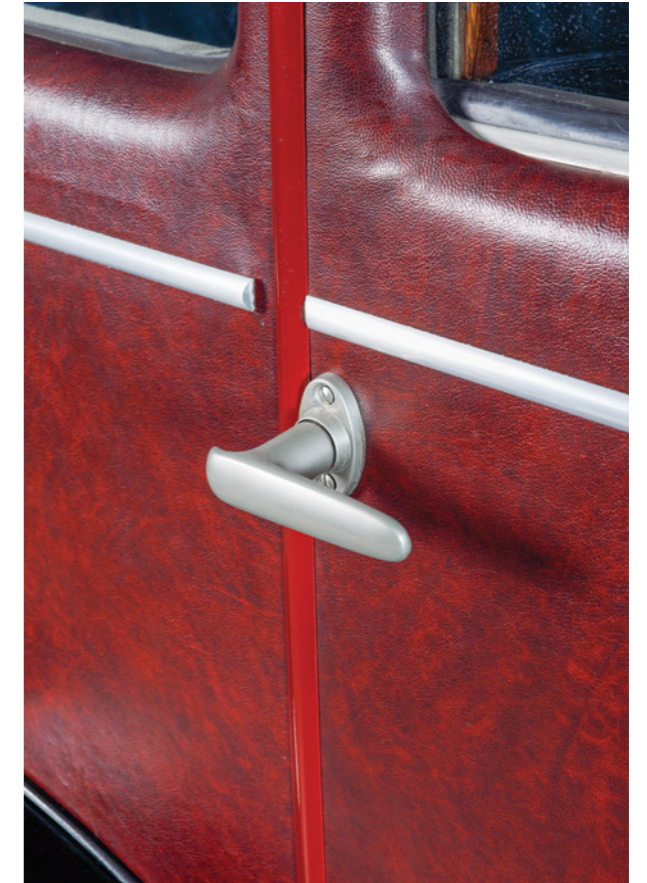
Documents:  
New York State registration document, proof of payment of EU import taxes.



## 28. 1926 FN Type 1300 B

Vin: 1989 (present on identification plate, dashboard and engine)  
Engine: 4 cylinder in line, 1327 cc, 10 CV, Solex 30 MH-G carburetor  
Gearbox: 3-speed manual  
Odometer reading: 61423 km

€ 10 000 - 15 000



After World War I, the 'FN 1250', developed in 1923 into the famous 'FN 1300', with a bigger bore providing the cubic capacity implied. This FN car also had push-rod overhead valves, unit construction of engine and gearbox, and additional front wheel brakes.

The 1300 F.N. and its successor were very successful in competitions, with a third place in General Classification in the 1925 Monte Carlo Rally, class wins in the Spa 24 Hours race in 1925, 1926 and 1933 and a Coupe des Alpes for the FN works team of 'FN 1625s' in the 1931 Alpine Trial. In 1928, the 1300 FN had become the first normal wheeled vehicle to cross Africa from north to south.

This car was restored some decades ago and is still in a nice overall condition with some traces of age and use since the restoration.

The car was placed in the seller's private museum in good running condition. Due to some years of static display some light reconditioning will be necessary to bring the car back on the road.

Documents:  
Belgian registration, partial history file and technical manual.



## 29. 2007 Chevrolet Corvette C6 convertible

Vin: 1G1YY36U175122895  
Engine: GM LS2, 364 c.i. / 5967 cc, 298 kW / 400 hp  
Gearbox: automatic 6 speed  
Odometer reading: 29254 miles

€ 30 000 - 45 000



The sixth-generation Corvette debuted in 2005, coming off the heels of the extremely popular fifth-generation Corvette. The C5 is largely considered to be the generation that put the Corvette on the world stage to compete with European sports cars. Thus, the C6 Corvette had some big shoes to fill. However, the C6 was not simply a redesign of the C5, but more like an evolution of it. Everything that pushed the C5 into the spotlight brought into the C6, but within certain unique modifications and tweaks.

Some of the most obvious tweaks were in the C6's body and exterior. The C5 design was rounded on nearly every surface, but the C6 went for sharper edges and a more chiseled overall appearance.

This car is still in its original burgundy collar scheme, with beige/black interior.

The car was placed in the seller's private museum in good running condition.

Due to some years of static display some light reconditioning will be necessary to bring the car back to life.

Documents:

note that the car was not approved for Belgian registration for administration reasons, Certificate of Title from the state of Texas, Authorisation to stamp chassis identification number, Technical fiche for Belgian approval, Proof of payment Custom, US Car Fax.

### 30. 1929 Packard 640 Custom Eight Coupe

Vin: 178289  
Engine: 8 in line 384,4 c.i.  
6299 cc 105 hp  
nr 178876C  
Gearbox: 3 speed manual  
Odometer reading: 75178 miles

€ 30 000 - 40 000



“Ask the man who owns one” was the Packard tagline for many years. It reflected the quality and owner satisfaction of the brand. The Packard name has always stood for luxury and technical innovation since its beginning in 1899.

This 6th series 640 custom Eight has the 140,5” wheel-base and a rumbleseat coupe body (vehicle number 178471, delivered 08/19/1929) with side access for a golf bag, tilt windscreen, lowerable rear window, Harvey adjustable side wings and Depress beam headlamps.

This car had an older restoration with engine and carburetor rebuild.

It is finished in tan and black exterior with red accents over a grey cloth interior. The car has hardly driven since the restoration and is still in an excellent overall condition with only some minor traces of age since the restoration. The car was placed in the seller’s private museum in good running condition. Due to some years of static display some light reconditioning will be necessary to bring the car back on the road.

Documents:  
Photocopy of California Certificate of Title, proof of payment of EU import taxes.

Please note that the title mentions the engine number 178876C as Vin.



### 31. 1964 Chevrolet Corvette Sting Ray Coupe

Vin: 40837S109261  
Engine: GM V8 327 c.i.  
5359 cc 300 SAE hp  
nr : 109261  
Gearbox: Powerglide automatic transmission  
Odometer reading: 91445 miles

€ 45 000 - 65 000



The Corvette C2 Coupe, or second-generation Corvette, remains one of the most iconic and desirable classic cars of all time. Introduced as a major redesign from its predecessor, the C1, the 1963 Corvette Coupe boasted a sleek and aggressive look that turned heads and captured the imagination of car enthusiasts worldwide.

The body of the Corvette C2 Coupe was crafted with aerodynamics in mind, with sculpted lines and smooth curves that exuded a sense of speed and power even when the car was at a standstill. The fiberglass body construction reduced weight while maintaining structural integrity, resulting in a nimble and agile driving experience.

Under the hood, the 1964 Corvette Coupe offered a range of powerful engine options. The base model was equipped with a 327 cubic inch, small-block V8 engine that produced 250 horsepower, providing ample performance for the era. However, for those seeking more exhilarating speeds, Chevrolet offered several higher-performance engine choices, including a fuel-injected version of the 327 engine that generated an impressive 375 horsepower.

The 1964 Corvette Coupe featured a refined interior that combined comfort and style. The cockpit-inspired design enveloped the driver, placing all the essential controls within easy reach. Plush seating, high-quality materials, and

attention to detail created an inviting atmosphere for both driver and passenger.

On the road, the 1964 Corvette Coupe delivered a thrilling performance that lived up to its captivating appearance. The lightweight construction, balanced chassis, and advanced suspension system resulted in remarkable handling and responsiveness. Whether cruising along the open highway or conquering tight corners, the Corvette Coupe provided an exhilarating and engaging driving experience.

This car has its original engine and comes in its original Riverside red color.

The car had an older restoration and is still in a nice overall condition with some light traces of age since the restoration.

The car was placed in the seller's private museum in good running condition. Due to some years of static display some light reconditioning will be necessary to bring the car back on the road.

Documents: Belgian registration.

## 32. 1939 Chevrolet Master Deluxe 39-1027 Series JA

Vin: 1JA0114183  
Engine: Chevrolet 6 cylinder in line, 216 c.i. / 3540 cc, 62 kW / 84 hp,  
Carter carburetor  
Gearbox: 3-speed manual

€ 35 000 - 45 000



Chevrolet's top-of-the-range model was renamed 'Master Six' for 1934 and featured revisions to the modern 'Airstream' body styles introduced the preceding year. The chassis incorporated Chevrolet's 'knee action' coil-sprung independent front suspension, four-wheel mechanical brakes, and a three-speed gearbox. Introduced for 1935 on the Master Deluxe, 'Turret Top' all-steel bodies were the next big innovation, appearing on the standard series the following year. Chevrolets featured completely new 'Diamond Crown' styling for 1937 and this ran on into 1939 with only minor revisions, while by this time the 'Cast Iron Wonder' had been enlarged to 216.5ci (3.5 litres) and produced 85bhp.

This car was restored some years ago and is still in a very nice overall condition with some light traces of age and use since the restoration. The car was placed in the seller's private museum in good running condition. Due to some years of static display some light reconditioning will be necessary to bring the car back on the road.

Documents:  
Certificate of Title from the state of Ohio.



### 33. 1958 Chevrolet Corvette C1

Vin: J58S102468  
Engine: GM V8 283 c.i.  
4638 cc 230 hp  
Gearbox: Powerglide automatic  
Odometer reading: 17653 miles

€ 45 000 - 65 000



In 1958 the Corvette received an extensive redesign with new body panels, a new instrument panel and new upholstery. External distinguishing features include the dual headlights, the louvers on the hood and 2 chrome spears on the trunk lid.  
For many, the 1958 model is the most beautiful of all C1 Corvettes.

This car is finished in regal turquoise with white coves and white softtop over a charcoal interior.  
The car had an older restoration and is still in a very good over all condition with some litte traces of age and use.

The car was placed in the seller's private museum in good running condition.  
Due to some years of static display some light reconditioning will be necessary to bring the car back on the road.

Documents:  
no documents present at time of catalogue, please inquire.



### 34. 1939 Cadillac Series 61 Convertible Sedan type 39-6129

Vin: 9594605  
Engine: GM/Cadillac L Head V8, 346 c.i. / 5670 cc, 101 kW / 137 hp,  
Carter carburetor  
Gearbox: 3-speed manual  
Odometer reading: 49512 miles

€ 35 000 - 50 000



These Cadillac Eights were handsome cars on long, but not unwieldy wheelbases, and offered a broad selection of body styles, including semi-custom types by Fisher and Fleetwood, both of which were in-house coachbuilders. The 1935-36 models were relatively dumpy with roundness, the prevailing theme. But all that changed with the 1938 model year car as a young William L Mitchell (better known later as Bill Mitchell, who headed GM design from 1959-77), a protégé of GM design boss Harley Earl, designed a square, yet crisply elegant car with chrome-edged windows, square-back fenders, concealed running boards and a much lower profile.

Whilst the Sixty Special from the earlier years was retained as a distinct four-model series, the new 3.2 metre long wheelbase Series 61 was available in four body styles of sedan, coupe, convertible sedan and convertible coupe.

This Series 61 is a convertible sedan. As many as 5,974 of the Series 61 were made in 1939; but amongst them, the four-door convertible sedan is really very rare—just 140 were produced and very few have survived.

This car was restored some decades ago and is still in a nice overall condition with some traces of age and use since the restoration.

The car was placed in the seller's private museum in good running condition. Due to some years of static display some light reconditioning will be necessary to bring the car back on the road.

Documents:  
Belgian application for registration, partial history file with Certificate of Title from the state of Michigan.







### 35. 1951 Chevrolet Fleetline Deluxe 4 door sedan

Vin: 1JK-F102797  
Engine: GM 6 in line 216,5 c.i.  
3547 cc 92 SAE hp  
nr JAA750485  
Gearbox: manual 3 speed  
Odometer reading: 32415 miles

€ 8 000 - 14 000



This 1951 Fleetline Deluxe has the Fisher Style 51-1008 4 door sedan body (nr F5039) with the fastback rear. It is a 6 passenger series 2100 Deluxe that was originally title on 06/29/1951.

The car received a cosmetical restoration including a full repaint in black metallic. The engine had a rebuild, the interior has been retrimmed in grey cloth, underside is in original but healthy condition.

The chrome is the original with normal traces of age and some pitting, some of the brightwork is partly disassembled.

The car was placed in the seller's private museum in good running condition. Due to some years of static display some light reconditioning will be necessary to bring the car back on the road.

Documents:  
US Title (Commonwealth of Pennsylvania), EU import documents.



## 36. 1919 Chevrolet Series Four-Ninety (490) Touring Car

Vin: 336100  
Engine: 4 cylinder in line, 171 c.i. / 2802 cc,  
18 kW / 24 hp  
Gearbox: 3-speed manual

€ 5 000 - 10 000



Drawn by George Oliver © A. Hugh Evelyn Print

The Chevrolet 490 was manufactured by Chevrolet between 1916 and 1922 as an entry-level model. The car was significantly cheaper than the other Chevrolet models and was named after its price in the first model year of \$ 490,-. The car was available as a one-door roadster, or three-door touring car (no driver's door). From 1917, the two models got front left doors and there was also an "all-weather tourer" in which the fabric roof was replaced by a hardtop. The windshields were now tilted 15° backwards. In the following year, there was also a sedan with three doors (again missing the drivers door). 1919 accounted for the all-weather tour and there was also a two-door coupe.

The engine is a four-cylinder block with overhead valves. The engine power is transmitted via a cone clutch and a three speed gearbox with manual transmission to the rear

wheels. The rear wheels are equipped with outer band brakes.

In six years, 627.619 cars were produced.

This car was restored some years ago and is still in a very nice overall condition with some light traces of age and use since the restoration.

The car was placed in the seller's private museum in good running condition.

Due to some years of static display some light reconditioning will be necessary to bring the car back on the road.

Documents:  
Certificate of Title from the state of Iowa.

### 37. 1931 Reo Royale 8-35 Victoria

Vin: 35N2047  
Engine: 8 in line, 5866 cc 125 hp  
number 4100  
Gearbox: 4 speed manual transmission  
Odometer reading: 90161 miles

€ 55 000 - 75 000



The REO tradition for quality manufacturing carried throughout the run of the marque and REOs often featured the newest technological innovations. In 1931 REO introduced its best REO to date: the Royale. At the top of the line was the 8-35 Royale on an 135 inch wheelbase with an 125 hp, 358 cubic inch straight 8 engine coupled to a four-speed manual transmission with a vacuum controlled clutch and a top speed of 90 mph. It featured "one shot" lubrication and thermostatically controlled radiator shutters.

This car is a first prize winner in the national competition of the Classic Car Club of America. It benefits from an older restoration with some light traces of age since the restoration. The car is in starting and running condition.

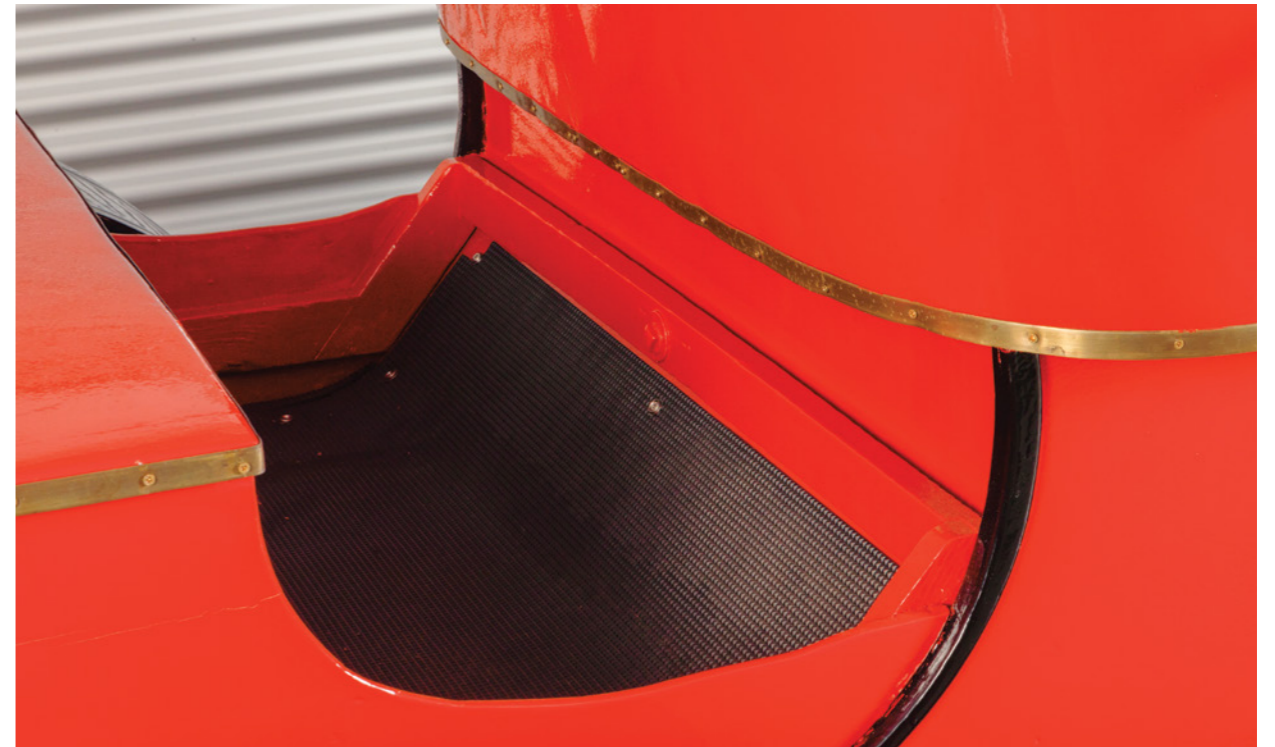
Documents:  
original US vehicle certificate of ownership (Wisconsin),  
proof of payment of EU import taxes.



### 38. 1909 REO One Cylinder Runabout

Vin: 14731 (engine number)  
Engine: 1 cylinder, 10 – 12 hp, watercooled  
Gearbox: 2 speed manual transmission

€ 20 000 - 30 000



The REO Company manufactured automobiles and trucks from 1905 through 1936. Their first car was completed in October of 1904 and shown a few months later at the New York show in January 1905. The model lineup consisted of a sixteen-horsepower twin-cylinder car that had a base price of \$1,250 and a single-cylinder car priced at \$650. This put them in the Olds Curved Dash price range which made management at Olds nervous, as the REO was a lot more car. By 1906, REO sales surpassed Oldsmobile's. In 1907, it was one of the top four automobile manufacturers in the United States, based on sales. After 1908, the demise of the REO Company began due to competition from Ford and General Motors. Their single-cylinder cars would continue in production until 1910.

This car was restored some decades ago and is still in a very nice overall condition with some traces of age and use since the restoration.

The car was placed in the seller's private museum in good running condition. Due to some years of static display some reconditioning will be necessary to bring the car back on the road.

Documents: none

### 39. 1932 Chevrolet Series BA Confederate Sedan Deluxe

Vin: 003116064 (present on engine)  
Engine: Chevrolet 6 cylinder in line, 194 c.i. / 3179 cc, 45 kW / 60 hp, Carter carburetor.  
Gearbox: Manual 3 speed  
Odometer reading: 79681 miles

€ 10 000 - 20 000



The Chevrolet Series BA Confederate (or Chevrolet Confederate) is an American vehicle manufactured by Chevrolet in 1932 to replace the 1931 Series AE Independence. Production slipped significantly from over 600,000 cars to 323,100 for the model year as the Great Depression continued, but was still sufficient for Chevrolet to retain first place in the American car sales table.

General Motors marketed the Chevy Confederate as the 'Baby Cadillac' and shared many design similarities to its larger, more expensive, and more exclusive sibling. It wore a Cadillac-style integrated radiator shell, a longer hood,

new deep crown front fenders encapsulating 18-inch wire wheels, and chrome-plated rectangular opening doors to cool the engine in the hood sides instead of louvers. Deluxe models, which added approximately \$20 to the base price, added chrome-plated door louvers. The list of standard amenities included a tilting non-glare windshield, an adjustable seat, and a built-in sun visor. The six-cylinder engine displaced 194 cubic inches, had 5.2:1 compression, overhead valves, solid valve lifters, and developed 60 horsepower. The one-barrel downdraft carburetor and counter-balanced crankshaft were new features for 1932, endowing the engine with ten additional horsepower over

the previous year. The engine was backed by a three-speed manual synchromesh transmission with a single plate clutch and floor shift controls. This was the first year that synchromesh transmission was offered in all three forward gears. Mechanical features included the semi-floating rear axle, Selective Free-Wheeling (first offered in 1932), and an added frame cross-member to aid in ride comfort. Freewheeling allowed the car to coast

when the driver took their foot off the accelerator pedal, offering greater fuel economy. Customers soon found the lack of downhill engine braking to be more harrowing than it was worth and the option soon fell out of favor.

This car was restored in the 1980's and is still in a nice overall condition with some light traces of age since the restoration.

The car was placed in the seller's private museum in good running condition. Due to some years of static display some light reconditioning will be necessary to bring the car back on the road.

Documents:  
Certificate of Title from the state of Ohio.

#### 40. 1979 Corvette C3 Caballista by Dunham Motor Coach Co

Vin: 1Z8749S421194  
Engine: GM V8 L 82 350 c.i.  
5735 cc 225 hp  
Gearbox : Manual 4 speed M20  
Odometer reading: 11179 miles

€ 18 000 - 28 000



Les Dunham was a famous customizer, in his company Dunham Motor Coach Co in Boonton, New Jersey he build 50 Corvettes Caballista between 1979 and 1982.

The Caballista combines the sports car underpinnings of a Corvette C3 with a more luxurious and neoclassical look.

This 1979 Caballista is finished in a two tone colour scheme of silver metallic and claret red metallic over a grey leather interior.

It is one of very few Caballista's equipped with the powerful L82 engine and the manual gearbox.

New price back then was a staggering \$ 60,000, the list price for a stock Corvette in 1979 was \$ 10,220!

With only 50 units built, this is a car that rarely comes on the market. An interesting opportunity for Corvette collectors.

This car is in a very nice overall condition with just little traces of use.

The car was placed in the seller's private museum in good running condition. Due to some years of static display some light reconditioning will be necessary to bring the car back on the road.

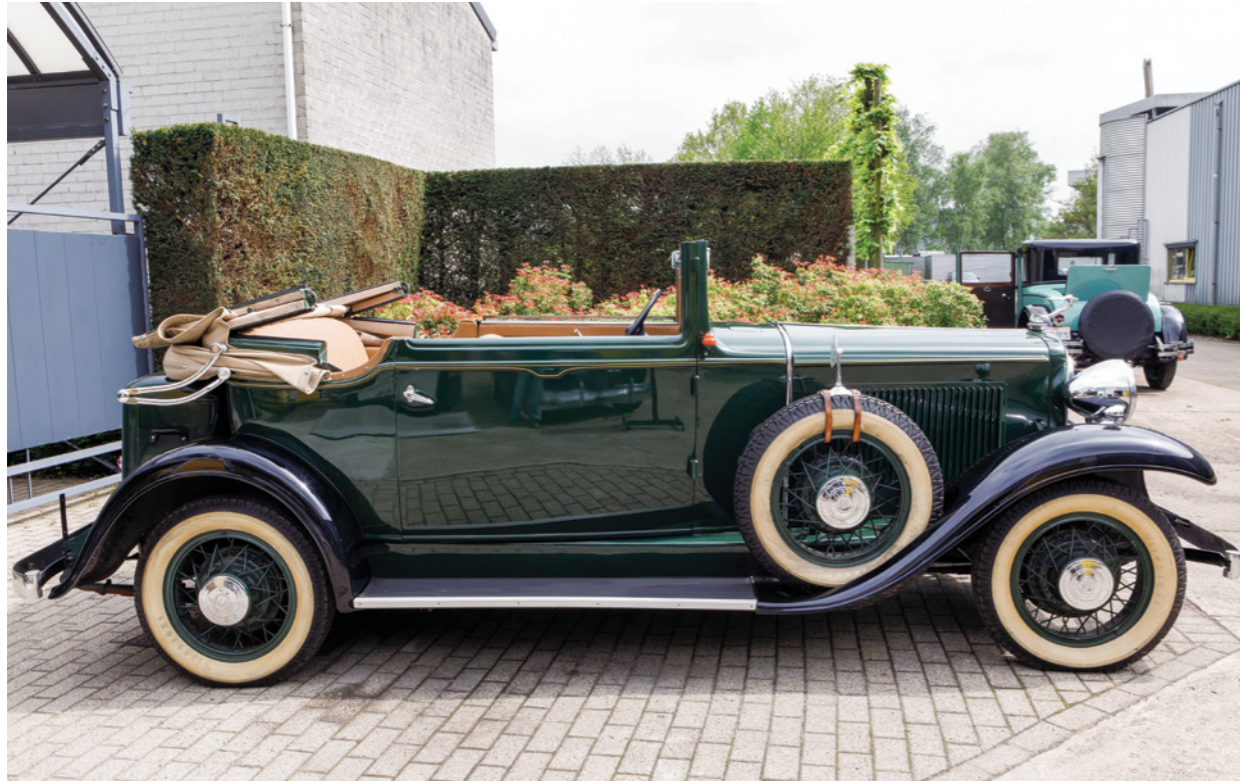
Documents:  
US Certificate of title (New Jersey), EU import documents, Belgian 705 custom document.



## 41. 1932 Nash 980 Convertible Sedan

Vin: B63300  
Engine: Nash 8 in line 240 c.i. with double ignition  
3932 cc, 85 hp, number B75949  
Gearbox : Manual 3 speed  
Odometer reading: 93668 miles

€ 25 000 - 35 000



Nash Motors Company was an American automobile manufacturer based in Kenosha, Wisconsin. The Company was launched in 1916 by Charles Nash, former president at General Motors.

By 1919 Nash was selling 27.000 cars a year and in 1920 Nash expanded into the branch of luxury class. The most fabulous Nash of all debuted in 1930. It was the model Eight, company's top of the line, dual-ignition overhead-valve inline-eight. The quality of this model made that Nash alongside GM were the only companies to make a profit during the Great Depression in 1932. This 980 model with 121" wheelbase has a Seaman convertible sedan body (number B-881-204).

The car had an older restoration and is finished in a 2 tone green and black paint over a tan leather interior. It is still in a nice overall condition with some light traces of age since the restoration.

The car was placed in the seller's private museum in good running condition. Due to some years of static display some light reconditioning will be necessary to bring the car back on the road.

Documents:  
Belgian registration.

Please note that the registration is falsely mentioning Z81693E as Vin, 01/04/1930 as the day of first use and an engine capacity of 1800cc.



## 42. 1922 Willys Knight 20A Open Tourer

Vin: A37353  
Engine: Knight sleeve valve engine 4 in line, 186 c.i. / 3044 cc, 35 kW / 48 hp  
Gear box: 3-speed manual

€ 15 000 - 25 000



Between 1914 and 1933, J.N. Willys was able to sell almost half a million of the relatively low priced but high quality sleeve valve Willys Knights. The love affair with the sleeve valve engine also saw him buy financial control of F.J. Stearns Co of Cleveland, Ohio in 1925. Stearns automobiles had been using the Knight sleeve valve engine since 1911, but were aimed at the very prestigious and luxury end of the market. The reason why Willys Overland was the most successful sleeve valve manufacturer lay in the enormous effort spent on redesigning the engine for minimum manufacturing costs. Although the sleeve valve engine had a number of advantages such as no noisy poppet valves, no valve springs to weaken under load or heat, a hemispherical head and an engine that could actually show measured increases in compression and power due to carbon deposits on the already close fitting sleeves, it was the machining costs of those close tolerances plus the royalty fee to Knight and his partner L.B. Kilbourne that made the poppet valve motor the sales winner.

The Willys Knight 20A had chassis serial numbers between 24998 and 42229 and were built from January 1922. In 1922, a new 20A open Tourer costed \$ 1.525,- .

This car was restored some decades ago and is still in a very nice overall condition with some light traces of age and use since the restoration.

The car was placed in the seller's private museum in good running condition.

Due to some years of static display some light reconditioning will be necessary to bring the car back on the road.

Documents:  
Certificate of Registration of a Motor vehicle, registered at Lower Hutt, New Zealand, please note that the document mentions 7A&JD050701405053 as Vin (present on later identification plate).

## 43. 1959 Imperial Crown Southampton 2door Hardtop

Vin: M637105778 (present on chassis plate on left side A pillar)  
Engine: Chrysler V8 413 c.i. 350 SAE hp  
engine number  
Gear box: Torqueflite 3 speed automatic  
Gear box: 96904 miles

€ 12 000 - 18 000



The Imperial was Chrysler's top-of-the line vehicle, the model name was in production from 1926 to 1983. From 1955 on Imperial was a separate brand

The Imperial featured class-leading power and styling. In 1959 it was powered by a 390-cubic-inch V8 engine producing 350 horsepower and 425 lbs. ft. of torque. The Imperial featured a sleek, two-tone exterior with a wide, long hood and narrow rear end to provide a more aerodynamic design. The interior was luxurious and comfortable with power windows, power steering and electrical dashboard buttons for the automatic gearbox.

It also had a modern dashboard layout, with a number of amenities including a power antenna and stereo. The 1959 Imperial Crown was an impressive blend of luxury, power, and style, which has come to define the Imperial brand. Even today, it stands out as a magnificent example of the finest automotive engineering from the 1950s.

This car is finished in radiant red over a white leather interior and is equipped with the rare Silvercresent Landau roof, it is one of Only 1,728 produced Imperial Crowns produced that year.

The car is in an original overall condition with traces of age and use including rust on some of the panels. The left side of the car has a body damage. It is an interesting project car for an enthusiast of the tailfin era of US cars.

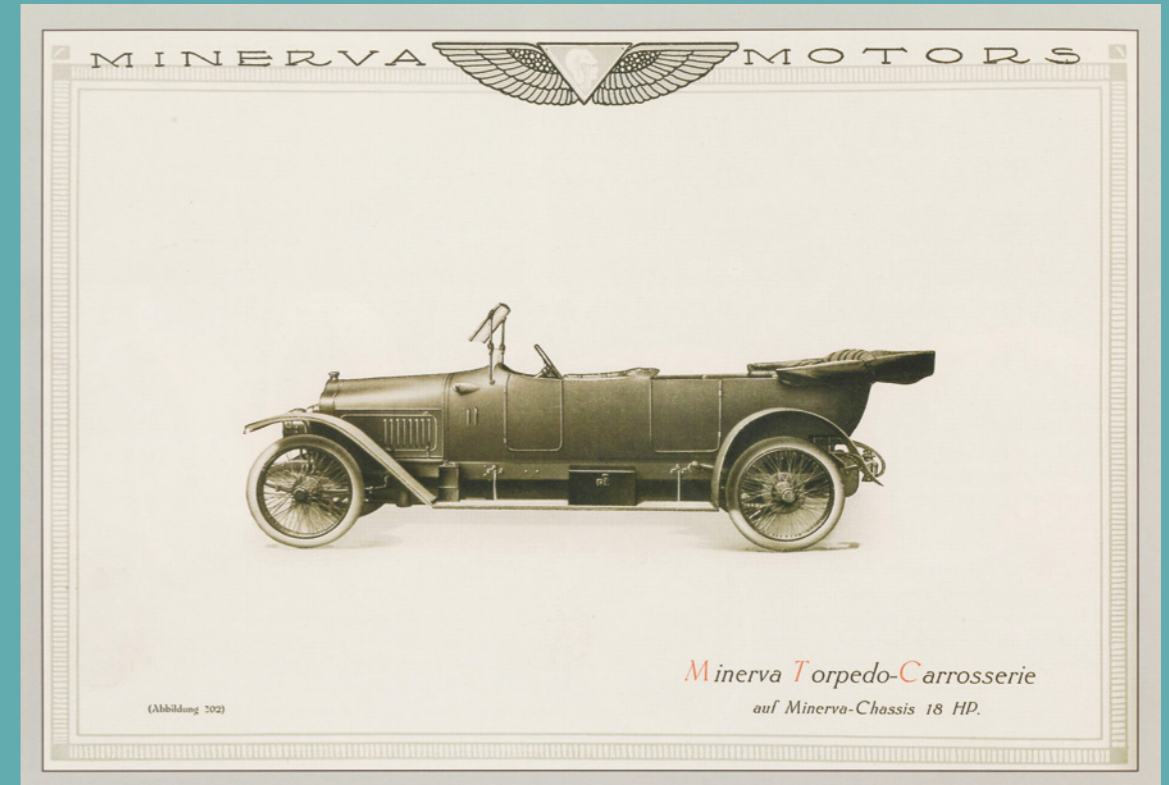
Due to some years of static display in a private museum some light reconditioning will be necessary to bring the car back on the road.

Documents:  
original US title (New Jersey), EU import documents.

#### 44. 1925 Minerva AD 16 CV Torpedo

Vin: 43343  
Engine: Minerva/Knight 4 in line (80 x 112 mm) 2255 cc  
nr AD43327  
Gearbox: manual 4 speed gearbox  
Odometer reading: none

€ 2 000 - 4 000



Source: P. Boval & A.Valcke - Minerva Vandaag, p.74

Established in 1897, Minerva had gained a reputation for producing luxurious and high-performance vehicles. The 1925 Minerva AD, also known as the Minerva 16CV, exemplified the company's commitment to craftsmanship, engineering excellence, and automotive innovation.

The Minerva AD was a grand touring car that combined elegance, power, and technological advancements of the time. This car has a factory body (type EC-57) that was meticulously crafted, showcasing smooth lines, graceful curves, and attention to detail, which reflected the craftsmanship synonymous with the Minerva brand.

The 1925 Minerva AD exemplified the elegance, power, and technological progress of the era. It encapsulated the essence of luxury motoring, offering a harmonious blend of style, performance, and innovation. Today, the Minerva AD stands as a testament to the enduring legacy of Minerva and continues to be celebrated as an iconic automobile of the 1920s.

This particular example is an incomplete project with healthy chassis, part of the engine crankcase, complete gearbox, complete suspension and braking system. Suitable for restoration or as parts donor.

Documents: none.

## 45. 1931 REO ROYALE 8

Vin: N410 (engine number) - 171/24 (Body number on identification plate)  
Engine : 8 in line, 5866 cc 125 hp  
number N410  
Gearbox: 4 speed manual transmission

€ 1 000 - 2 000



The REO tradition for quality manufacturing carried throughout the run of the marque and REOs often featured the newest technological innovations. In 1931 REO introduced its best REO to date: the Royale.

At the top of the line was the 8-35 Royale on an 135 inch wheelbase with an 125 hp, 358 cubic inch straight 8 engine coupled to a four-speed manual transmission with a vacuum controlled clutch and a top speed of 90 mph. It featured "one shot" lubrication and thermostatically controlled radiator shutters.

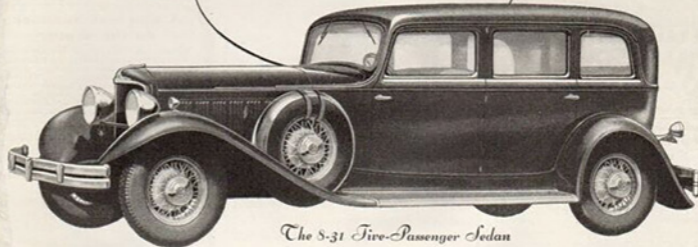
A second engine comes with this lot (engine n° N4960)

This car is in deteriorated state – for parts or total restoration.

Documents:  
original US vehicle certificate of ownership (State of Washington),  
Proof of payment of EU import taxes.


APRIL 4, 1931 THE LITERARY DIGEST 51

A New  
*Reo-Royale*  
AT A LOWER PRICE



*The 8-31 Five-Passenger Sedan*

Distinguished by the same aerodynamic lines that gained immediate and universal approval for the Reo-Royale 8-35, this new model 8-31 on a 131-inch wheelbase, now places Reo-Royale character at the disposal of a much larger group of fine car buyers. The price of the new Reo-Royale 8-31 is \$2145, the Reo-Royale 8-35, \$2745, f. o. b. Lansing. Both lines now on display.  
REO MOTOR CAR COMPANY, LANSING, MICHIGAN



Source: [classiccatalogue.com/REO\\_1931](http://classiccatalogue.com/REO_1931)

## INDEX

1909 Reo One Cylinder Runabout	38
1913 Ford T Speedster	3
1919 Chevrolet Series Four-Ninety (490) Touring Car	36
1922 Willys Knight 20a Open Tourer	42
1923 Franklin Model 10 2-Door Brougham	23
1925 Minerva Ad 16 Cv Torpedo	44
1926 Fn Type 1300 b	28
1926 Hupmobile "8" E-1 Rumble Seat Coupé	19
1928 Minerva Ak 32 Cv Landaulette By Victor Broom Ltd	14
1929 Auburn 120 Phaeton Sedan	10
1929 Packard 640 Custom Eight Coupe	30
1930 Pierce Pierce-Arrow Model b	25
1931 Reo Royale 8	45
1931 Reo Royale 8-35 Victoria	37
1932 Chevrolet Series Ba Confederate Sedan Deluxe	39
1932 Chevrolet Series Ba Confederate Special	21
1932 Nash 980 Convertible Sedan	41
1935 Buick Model 41 Club Sedan	27
1936 Aero 30	16
1939 Cadillac Series 61 Convertible Sedan Type 39-6129	34
1939 Chevrolet Master Deluxe 39-1027 Series Ja	32
1939 Lincoln Zephyr Twelve Coupe	12
1951 Chevrolet Fleetline Deluxe 4 Door Sedan	35
1954 Chevrolet Corvette C1	22
1954 Glasspar G2 Roadster	7
1956 Chevrolet Bel Air Second Generation V8 4-Door Sedan	17
1958 Chevrolet Corvette	33
1958 Nash Metropolitan 1500 Series III	6
1959 Fiat 500 N Jolly Recreation	2
1959 Imperial Crown Southampton 2door Hardtop	43
1959 La Dawri Conquest Roadster	15
1960 Kellison Astra Roadster	20
1964 Chevrolet Corvette Sting Ray Coupe	31
1970 Chevrolet Corvette Mako-Look Racer	24
1973 Chevrolet Corvette Breadvan	11
1975 Chevrolet Corvette Convertible Harry Mann Prototype	8
1977 Chevrolet Corvette Coupe Harry Mann Prototype	9
1979 Corvette C3 Caballista By Dunham Motor Coach Co	40
1981 Chevrolet Corvette Convertible Duntov Turbo	26
1988 Chevrolet Corvette C4 Convertible	13
1998 Chevrolet Corvette C5 1953-2003 Commemorative Edition By Aat	18
1999 Chevrolet Corvette C5 Coupé Targa Top	4
2007 Chevrolet Corvette C6 Convertible	29
Chevrolet Series Ab National 2-Door Roadster	5
Corvette C5 Z06 Go-Kart By Midwestern Industries Llc	1





## HOW TO BID

### 1. Live in Antwerp

In our room Platform, Verlatstraat 18, Antwerp. You receive a bid number after registration at the front desk, from 30 minutes before the start of the auction.

Auction fee: 15%

### 2. Online & Mobile via the Bernaerts app

you can submit a 'prebid' or you can bid along 'live' during the auction. There are 3 platforms you can use: Bernaerts Live or the app **Auctioneers Bernaerts, Invaluable** of **Droutonline**. During the auction, you log in to follow the auction live and to place your bids.

Auction fee: 18%

### 3. Absentee bidding

Place an absentee bid via the **online catalogue** or mail a completed form to [info@bernaerts.be](mailto:info@bernaerts.be) at the latest 12h prior to the live auction. The auctioneer will try to acquire your lot at the most advantageous price possible.

Auction fee: 18%

### 4. telephone bidding

Request a telephone line via the **online catalogue** or mail a completed telephone bid form to [info@bernaerts.be](mailto:info@bernaerts.be), at the latest 12h prior to the live auction. One of our team members will call you during the auction to bid live

Auction fee: 18%

## PAYMENT AND PICKING UP

After the auction, you will receive a purchase receipt by e-mail with the various payment methods (bank transfer/credit card/bank contact).

You can collect your purchases after payment confirmation by making an appointment. You can make an appointment from Wednesday september 6. On weekdays between 9-12am and 1-5pm and on Saturday September 9 between 10am and 2pm.



**Kooporders**  
**Ordres d'achat**  
**Absentee bid form**

Verlatstraat 18 - 2000 Antwerpen  
T +32 3 248 19 21 - F +32 3 248 15 93  
info@bernaerts.be - www.bernaerts.be

Gelieve voor mij te bieden op de veiling van \_\_\_\_\_ op de onderstaande loten tot op de opgegeven prijs.  
Deze loten zullen aangekocht worden aan de laagst mogelijke prijs, in zoverre dit door andere biedingen of reserves kan worden toegestaan. Ik ga akkoord met de algemene verkoopvoorwaarden zoals deze in de catalogus worden vermeld.

Dans le cadre de vos Conditions Générales de Vente que je déclare connaître et accepter veuillez enregistrer les ordres d'achat de la vente de \_\_\_\_\_ pour les lots ci-dessous mentionnés jusqu'aux montants des enchères indiquées.  
Ces ordres seront exécutés au mieux de mes intérêts en fonction des autres enchères portées lors de la vente.

Please bid on my behalf at the sale of \_\_\_\_\_ for the following lots up to the price mentioned below.  
These bids are to be executed as cheaply as permitted by other bids or reserves if any.  
I agree with the Notices and Conditions of sale as printed in the catalogue.

lot	omschrijving / description	limietprijs / prix max.

Naam - nom - name: .....  
Adres - adresse - address: .....  
.....  
Telefoon - téléphone - telephone: .....  
Fax: ..... E-mail: .....  
Bankrelatie - relation bancaire - bank relation: .....  
Handtekening - signature: .....



**Telefonische biedingen**  
**Offres téléphoniques**  
**Telephonic bidding**

Verlatstraat 18 - 2000 Antwerpen  
T +32 3 248 19 21 - F +32 3 248 15 93  
info@bernaerts.be - www.bernaerts.be

Gelieve mij persoonlijk te telefoneren voor de veiling van \_\_\_\_\_ om mee te bieden op onderstaande loten. Ik ga akkoord met de algemene en de bijzondere verkoopvoorwaarden zoals deze in de catalogus worden vermeld.

Ik verklaar tegelijk akkoord te gaan met het uitbrengen van een bod vanaf de minimale schatting zoals deze vermeld staat in de catalogus.

Dans le cadre de vos Conditions Générales et spéciales de Vente que je déclare connaître et accepter veuillez enregistrer les lots mentionnés ci-dessous de la vente de \_\_\_\_\_ .  
J'accepte de faire une offre à partir du prix d'estimation minimum comme mentionnée dans le catalogue.

Please contact me for the auction of \_\_\_\_\_ so I can bid on the following lots.  
I agree with the General and Specific Notices and Conditions of sale as printed in the catalogue.  
I declare to do a bid from the minimum price as mentioned in the catalogue.

lot	omschrijving / description

Naam - nom - name: .....  
Adres - adresse - address: .....  
.....  
Telefoon - téléphone - telephone: .....  
Fax: ..... E-mail: .....  
Bankrelatie - relation bancaire - bank relation: .....  
Handtekening - signature: .....



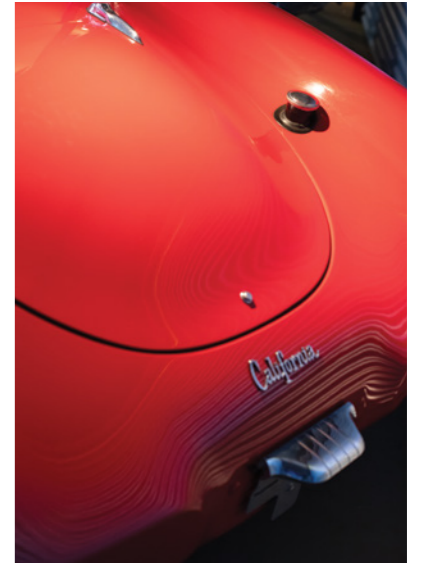
## Motor bike Sale

The motor bike sale will be held in Spring 2024.

More information  
[peter@bernaerts.be](mailto:peter@bernaerts.be)  
[www.bernaerts.be](http://www.bernaerts.be)







NOTES



**BERNAERTS AUCTIONEERS BV**

Verlatstraat 20

2000 Antwerp

T +32 (0)3 248 19 21

F +32 (0)3 248 15 93

[info@bernaerts.be](mailto:info@bernaerts.be)

[www.bernaerts.be](http://www.bernaerts.be)