



1968 FORD SHELBY MUSTANG GT500E "ELEANOR" CONVERTIBLE; S/N 8T03C199460; White, Blue stripes/Blue; Customized restoration, 2+ condition; Hammered Sold at \$510,000 plus commission of 8.00%; Final Price \$550,800 — The first "Eleanor" convertible, built by Unique Performance with Carroll Shelby's blessing. 408/525hp, Tremec 5-speed, side exhaust, 17" custom wheels, padded roll bar, upgraded suspension. Unique/Shelby s/n CSE-001C. The first "Eleanor" fastback nearly exploded people's heads when it brought \$194,400 at B-J Scottsdale in 2003. Lately its successors have ratcheted quickly back to still impressive prices in the \$100,000 range. This transaction had the same effect upon the West Palm crowd as turning on a 20-kilowatt stereo full blast: there was bleeding from eyes and ears. This is a car that Unique and Shelby are going to keep duplicating until Carroll can no longer hold a Magic Marker to sign the dashboards. This price is not over the top; it's over the moon! — Lot # 375



1955 JAGUAR XK 140MC ROADSTER; S/N S811869DN; Engine # G3784-8; Black/Tan Leather; Older restoration, 3+ condition; Hammered Sold at \$85,000 plus commission of 8.00%; Final Price \$91,800 — "C" Type Head, 210hp, fender mirrors, fog lights, tool roll. Good paint, interior and chrome. A quality older restoration, shows age and use underhood. Solid and usable. Comes with documentation, owner's manual and tool kit. So much for XK Jag bargains. This is a real good example, restored to a high standard in the late 90s, but it has aged appreciably

and no longer has the snap of a fresh restoration. It's a very good driver, but is very expensive at this price. \$55-60,000 should have seen it on its way to a new home and the bidder(s) suspended reality to take this prize home. — Lot # 370.1



1939 LINCOLN ZEPHYR CONVERTIBLE SEDAN; S/N H68361; Maroon/Tan, Tan cloth top; Cosmetic restoration, 3 condition; Hammered Sold at \$47,000 plus commission of 8.00%; Final Price \$50,760 — Skirts, radio. A tired old cosmetic restoration with sound and presentable paint, interior and chrome in a rare and desirable body style. Threadbare door kick panels, door center gaps taper. A good tour car as long as gas is in the tank (the seller wouldn't spring for twenty bucks worth of gas and got waylaid by his parsimony on the way to the lineup.) Only 461 of the convertible sedans were built on the Zephyr chassis in 1939, making this example stand out even in its mediocre condition. This Zephyr was sold at B-J Scottsdale in 1992 for \$28,000 (back in the days before buyers' commissions) in essentially the same condition. Less than double the price in thirteen years doesn't say much for "investment" in collector cars although it beats inflation by about \$9,000 2001 dollars. — Lot # 657



1970 OLDSMOBILE CUTLASS 4-4-2 CONVERTIBLE; S/N 344670Z130618; Yellow/Saddle, White vinyl top; Recent restoration, 2 condition; Hammered Sold at \$57,000 plus commission of 8.00%; Final Price \$61,560 — 455/370hp W-30, automatic, factory A/C, P/S, P/B, cold air hood, AM-FM, Rally wheels, wing, Red

front fender wells. Restored to like new condition. Sharp but not quite fresh any more. This is a rare high performance 4-4-2 convertible with extremely desirable options and brought continuous attention in the lineup. It's no longer fresh but is still sharp and to all intents and purposes as good as any showroom-ready 4-4-2 in 1970. The best price ever seen for a 4-4-2 is under \$50,000, making this transaction a benchmark, but with LS5 Chevelles bringing north of a Hundred Large it's the kind of transaction that characterizes today's Barrett-Jackson marketplace. — Lot # 665.1



1936 PIERCE-ARROW 1602 CUB SEDAN; S/N 406069; Maroon, Black fenders, Red accent/Grey; Visually maintained, largely original, 3- condition; Hammered Sold at \$41,500 plus commission of 8.00%; Final Price \$44,820 — V12, dual enclosed sidemounts, tweed interior, jump seats. Generally superficial and disappointing. Grille rechromed over old rust pits, paint erratically masked, interior wood is sound but in need of refinishing. Driver's inside door handle lying on the front seat, one smoker's kit missing from rear compartment. Old, cracked window seals. One cylinder head has weld bead on it. A majestic motorcar but one that's in need of sympathetic attention. There are much better CCCA Full Classics on the market than this one, for the same kind of money. — Lot # 122



1970 PLYMOUTH ROAD RUNNER SUPERBIRD 2-DR. HARDTOP; S/N RM23U0A177565; Orange Red, Black vinyl Roof/Black; Recent restoration, 2

condition; Hammered Sold at \$142,000 plus commission of 8.00%; Final Price \$153,360 — 440/375hp Magnum, automatic, P/B, no P/S, 8-track stereo. 49,916 miles, excellent paint, interior and chrome. Restored like new with build sheet, known history and a great story: “The original owner purchased the car when he was 16 (with paper route money) from Southern Chrysler Plymouth in High Point, North Carolina. They were a sponsor for Petty Enterprises. The original Petty Enterprise showroom plate is included with car as are two original “Hemi 1” and one 1974 “Bird” license plates.... The original 1974 title is included, prior to 1974 the car was titled in the original owner’s mother’s name, as he was too young to have a title then. On January 4, 1971 the owner was playing hookey from school and was ticketed for “Failure to reduce speed to avoid a collision” and damaged the nose. Unable to get one from a dealer he contacted Petty and got a nose from him. His nose is on the car and has two spoiler mounting nuts one original and one for the NASCAR chin spoiler. The original ticket, nose, and both spoilers are included with the car. The car has been sat in and signed by Richard Petty. This is Hemi money but it’s unlikely any Hemi has as intriguing and entertaining a history as this 440/375 Magnum. The condition is above reproach and even the period rebuild (with Petty Parts) enhances its value. The buyer assumes some risk that others may not appreciate the history as much, but that’s pretty small judging from the favorable observations of the terminally-picky auction reporters in WPB. — Lot # 345

1966 PLYMOUTH SATELLITE HEMI 3-DR. HARDTOP; S/N RP23H67220676; Gold/Gold; Cosmetic restoration, 3+ condition; Hammered Sold at \$87,000 plus commission of 8.00%; Final Price \$93,960 — 426/425hp Hemi, 4-speed, Magnum 500 wheels, tach on console, pushbutton radio. Good repaint, chrome and original interior. Clean repainted chassis. Straight bodywork. Comes with Certi-Card, Chrysler IBM build card, literature, Govier documentation and claimed all numbers matching. Described as all-original except the paint but they’ve squirted “chassis black” around rather indiscriminately so it’s hard to tell and has gone be-

yond simple maintenance. Still, it’s a real Hemi car, and a 4-speed at that. Even with the superficial cosmetics this car’s documentation, 4-speed and originality make it a particularly straightforward and desirable Hemi and it is — in today’s Hemi-Madness — well bought, particularly at B-J WPB where the Hemi-uninformed gathered to splurge their yearend bonuses on cokes and cars rebuilt from twisted wrecks. — Lot # 348



1951 PONTIAC STREAMLINER SEDAN DELIVERY; S/N P8UH64809; Dark Sainte Claire Blue/Grey; Concours restoration, 1 condition; Hammered Sold at \$56,000 plus commission of 8.00%; Final Price \$60,480 — An astounding restoration to concours condition, comprehensively optioned with 8-cylinder engine, Hydramatic, P/B, radio, compass, dual remote spotlights, windshield visor, wide whitewalls, stoplight viewer, skirts, fog lights, tinted rear window and lighted hood ornament. AACA Grand National Senior award winner and still in concours-ready condition. Brilliant paint and chrome. Said to be one of 1,822 Sedan Deliveries built, even more rare with the eight and Hydramatic. A showstopper. This result sets a new, and high, standard for the Streamliner Sedan Delivery but this is a singular automobile with absolutely impeccable presentation and details. It’s worth what it brought here. No argument. — Lot # 410



1935 SWALLOW SS-1 TOURER; S/N 249101; Ivory, Beige fenders/Dark Red leather, Tan cloth top; Older restoration, 2 condition; Hammered Sold at \$60,000 plus

commission of 8.00%; Final Price \$64,800 — RHD. 2,668cc, chrome wire wheels, dual horns. A sharp and crisp restoration let down only by a cracked steering wheel rim. Reported sold at Barrett-Jackson Scottsdale last year for \$72,360 in the same condition. Bought here by an astute dealer with a taste for extraordinary cars with character. — Lot # 364

The Worldwide Group, Wooden Keels & Classic Wheels, Lakewood Yacht Club, Houston (Seabrook), Texas, April 30, 2005

Rod Egan and John Kruse resumed operation of the auction at Keels & Wheels this year after a year under RM Auctions’ management, locating the sale at the Lakewood Yacht Club concours site and bringing an outstanding selection of cars.

The sale’s numbers attest to the presence of an outstanding group of bidders, as well, with two of the three headline cars going home with new owners at world record prices.

The only potential fly in the ointment is that this sale had such good cars and achieved such success in selling them for market-setting prices that Rod and John are going to have to work hard to make next year’s Keels & Wheels sale a greater success. That’s a good problem to have.

Car Collector’s Online Market Journal has a full report on over 50 of the 102 cars offered at The Worldwide Group’s Keels & Wheels auction. Visit www.ccomj.com for subscription information. A complete list of all this auction’s results is available at the Car Collector Magazine website, www.carcollector.com.



1930 ALFA ROMEO 6C 1750 GS SPYDER, BODY BY ZAGATO; S/N 8513033; Dark Red/Red, Black cloth top; Older restoration, 3+ condition; Hammered Sold at \$1,000,000 plus commission of 10.00%; Final Price \$1,100,000 — RHD. Folding