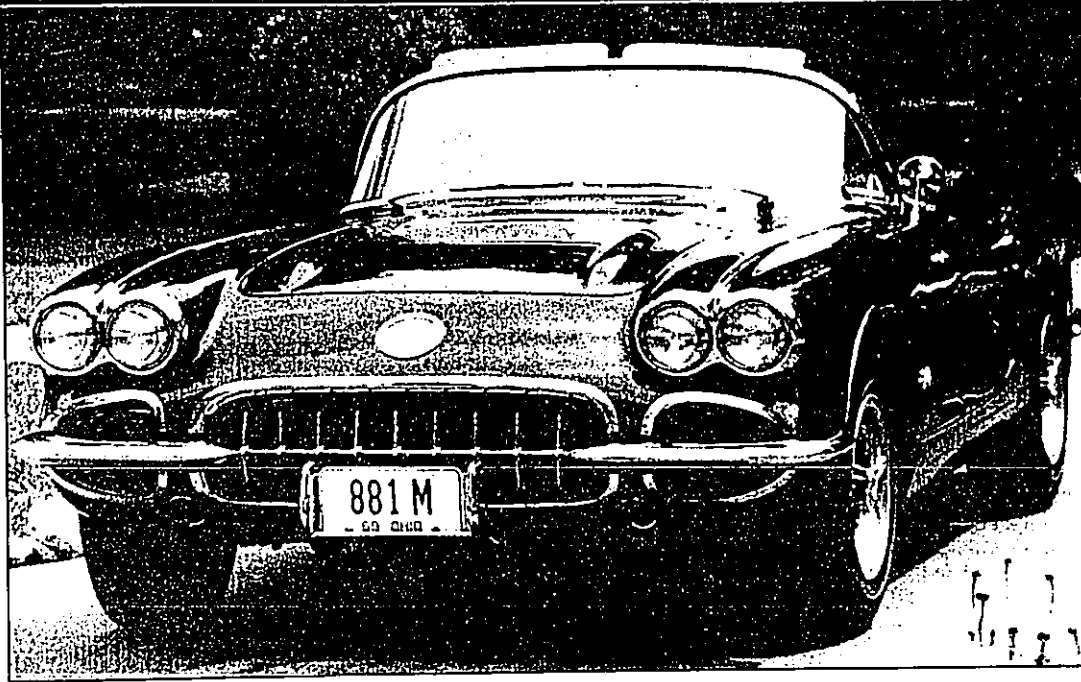


# 1932 CLASSICS & CORVETTE EXTRAVAGANZA SET STAGE FOR UNFORGETTABLE CONCOURS



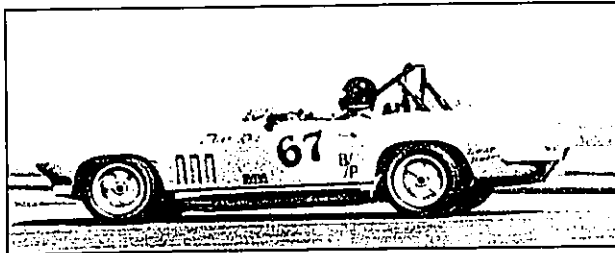
*The Corvette has long been the ultimate toy for grown-ups; Corvette enthusiasts will appreciate the special emphasis Concours d'Elegance will place on this sleek, sophisticated piece of artistic machinery*

**1932** was a very good year for Corvette enthusiasts from across the country!

The list of original cars that will be showcased covers an incredibly wide range in value and elegance. From the famous 1921 Hispano Suiza H6B Labourdette Skiff, owned by Robert Meyer, to a 1932 Rochne Roadmaster, the total scope of classics at this year's Concours makes for an original and breathtaking event.

Approximately forty '32 model cars will make up the once-in-a-lifetime group of featured marquee circles. This is the first time so many examples of cars produced in 1932, "the last year of the golden era of design," will be gathered at one time and one place.

Among the fabulous 1932s, to be displayed in seven separate circles, are: a Marmon V-16, a Lincoln V-12, a 12 Twin Six Packard Dual Cowl Phaeton, a



*Pictured above, a classic 1921 Hispano Suiza H6B...the ultimate ride for 'vette lovers of all ages*

Cadillac V-12, a Graham Blue Streak and an Auburn Speedster 8, to name a few. The groups will be organized according to the cars' original purchase price in 1932, ranging from under \$600 to over \$5,000.

Other rare models featured in this

year's Concours are: the 1921 Hispano Suiza H6B, which travels with owner Mr. Meyer from King City, California. It has been meticulously restored by Hill and Vaughn. The fabulous auto was coachbuilt by Henri Labourdette. The skiff body is made entirely of wood,

following similar speedboat design and construction of the era. There are three criss-crossing layers of wood, assembled together by copper rivets and brass screws. The wood used is mahogany, ash and rosewood. The interior is upholstered in ostrich stamped leather.

The 1933 Chrysler Custom Imperial by LeBaron, designed for his wife by LeBaron owner Ralph Roberts, will be delivered to concours by its current owners, Joyce and Michael Calore, of Exeter, New Hampshire. It has been restored by Jack Greenleaf of Oxford, Maine, and features a rear-mounted spare tire. The car is so long, it could not fit in the freight elevator when it was ready to leave the LeBaron factory! (The tire mounting had to be removed to get it out.)

The Calores will also bring their 1930, 745 Packard Waterhouse Convertible Victoria.