



1953 Glasspar G2

Chassis No. DR023053CAL

\$75,000 – \$100,000

Pioneering American sports car

Approximately 100 Glasspar G2 kits and 10 turnkey cars produced

DeSoto 291 cu-in FireFlite Hemi V8 engine

1940 Ford transmission and running gear

Restored by Hatfield Restorations of Canton, Texas

First in Class at Santa Fe Concorso 2016

After World War II America saw a major sports car boom. Some enthusiasts were buying the first MGs, Jaguars, and Porsches coming into the country. Others, like Bill Tritt, built their own. Tritt learned of the new Jet Age material “fiberglass” while working at Douglas Aircraft during the war. Afterward he founded Glasspar in Costa Mesa, California, an innovator in the construction of fiberglass boat hulls.

That expertise led to his collaboration with fellow Californian Ken Brooks, who designed a sleek two-seat sports car. Tritt modified Brooks’ “Brooks Boxer” prototype, and in 1953 began producing the Glasspar G2 sports car. Glasspar built approximately 10 complete G2 vehicles, including cars for Hollywood stars Gary Cooper and Rosemary Clooney.

Between 1953–55 Glasspar also produced roughly 100 \$950 customer kits, including this G2, purchased in 1953 by a Madera, California Chrysler dealer, Emilio Pistoresi. Weighing less than 2,000 lbs, many builders used a Willys four-cylinder or Ford’s flathead V8 engine, but Pistoresi’s Glasspar is quite unusual in its use of DeSoto’s 291 cu-in FireFlite Hemi V8 powerplant producing 160 hp. Like most other G2s, he used a Ford manual transmission and drivetrain. Years later the car remained in the Pistoresi family in disassembled condition until 2010, when it was purchased and restored to its original glory by Gary Hatfield of Hatfield Restorations of Canton, Texas. It earned First in Class at the Santa Fe Concorso in 2016.

1958 Pontiac Star Chief Custom Safari Station Wagon

Chassis No. C758H12495

\$100,000 – \$125,000



Long before minivans and SUVs hit critical mass, station wagons were hauling suburban families and their gear. Some were basic people-movers, others, like this 1958 Pontiac Star Chief Custom Safari Station Wagon, carried families in stylish comfort. “Something really special” is what Pontiac called their 1958 Star Chief lineup. Pontiac was trying to weather an economic recession in 1958, while continuing to shed their former reputation of building lackluster cars. They were beginning to dominate NASCAR competition, and the division was now producing attractive automobiles like the performance Bonneville and well-appointed Star Chief. Dressed in Tropicana Turquoise paint with Patina Ivory trim, accented with chrome highlights exclusive to the Star Chief model, this wagon certainly lacks no luster. The Code 264 Two-Tone Turquoise leather interior is complete with factory air conditioning, power windows, Wonder Bar AM radio, even the exceptionally rare bucket seats rarely seen in a wagon. Power steering and brakes complement the 285 hp 370 cu-in V8 and automatic transmission. This Custom Safari received a ground-up restoration approximately 15 years ago and only shows 7,974 restoration miles at cataloging. Completely restored station wagons from this era are unusual today – and this Star Chief Custom Safari is “something really special.”

Pontiac’s premier station wagon in 1958

One of just 2,905 produced

Fully equipped including power windows and factory air conditioning

Tropicana Turquoise and Patina Ivory paint

Turquoise two-tone leather bucket seat interior
7,974 miles since restoration



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