

1932 Duesenberg Tribute — Rollston Formal Limousine

Valuation Analysis for Classics.com Listing by Claude.AI

****Vehicle at a Glance****

This is a genuine 1930s Rollston hand-formed metal body — not a replica shell — mounted on a thoroughly modernized, fully driveable drivetrain. Champagne Gold & White Satin Pearl. 7-passenger formal configuration with original divider intact. 13,200 miles. Restored by Shooter Newton.

Why Authentic Rollston Coachwork Commands a Premium**

Rollston of New York was among the most prestigious American coachbuilders of the Classic Era, ranked alongside Murphy and LeBaron. A genuine Rollston hand-formed aluminum/steel body is a significant artifact in its own right — separate from whatever chassis it rides on. Most "tribute" or "resto-mod" Duesenbergs use reproduction bodies; this one does not. That distinction alone justifies pricing well above the typical restomod category and into the lower tier of authenticated Classic Era coachwork.

****Comparable Market Reference Points****

The market for this car sits at the intersection of three categories:

- 1. Authenticated Duesenberg originals** — True Model J and SJ Duesenbergs with documented coachwork routinely sell between \$800,000 and well over \$2 million at major auctions (Gooding, RM Sotheby's, Mecum). This car is not in that category, but the Rollston body is a genuine piece of that world.
- 2. High-quality Duesenberg tributes and resto-mods** — Builder-quality tributes with reproduction bodies and modern drivetrains have been selling in the \$150,000–\$398,000 range depending on build quality, show history, and builder reputation. This car exceeds that category due to the genuine Rollston metalwork.
- 3. Coachbuilt formal limousines from the Classic Era** — Surviving formal limousines with dividers, jump seats, and intact saloon configurations (even on non-Duesenberg chassis) from the 1930s in excellent, driveable condition bring \$200,000–\$450,000 depending on make, coachbuilder, and condition.

****Value-Adding Factors Specific to This Car****

- ****Maryland Titled as Duesenberg****
- ****Original formal divider intact**** — increasingly rare; many surviving limousines have had dividers removed
- ****7-passenger configuration preserved**** — jump seats in place, rear saloon complete
- ****Modern drivability**** — GM Small Block V8 at 325 hp, automatic transmission, A/C Throughout, Tilt Wheel, Power Steering, Power Brakes, 12v modern wiring harness, HEI

Ignition, Marine hidden outdoor speakers for any style music, making this a car that can actually be used, not just trailered; this is a significant practical premium for many buyers

- ****Low mileage**** — 13,200 miles post-restoration
- ****Professional restoration**** — Shooter Newton is a known name in the custom/classic community

****Factors That Temper the Ceiling****

- It is a tribute, not a documented Duesenberg chassis — purist collectors who demand authenticated VIN lineage will not be the buyer
- The modern drivetrain (while a practical asset) means it will not be eligible for most concours classes reserved for original vehicles
- The market for formal 7-passenger limousines, even stunning ones, is narrower than for open tourers or sportsters

****Valuation Conclusion****

Weighing the genuine Rollston coachwork, the exceptional interior, the formal divider configuration, the professional restoration, and modern driveability against the tribute (non-original chassis) limitation and the relatively narrow buyer pool, a well-supported asking range for a private treaty sale on a platform like Classics.com is:

****\$385,000 – \$425,000****

A buyer who fully understands what a genuine Rollston body represents — and finds the Art Deco interior and formal configuration compelling — will see the upper end as fair. The car should be marketed specifically to that buyer.