
1964 Amphicar Amphibious Car - 770

770

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|---------------------|--------|-----------------|--------|
| Lot sold | | Drive | LHD |
| Year of manufacture | 1964 | Interior colour | Grey |
| Gearbox | Manual | Condition | Used |
| Number of seats | 2 | Location | |
| Number of doors | 2 | Fuel type | Petrol |
| Drivetrain | 2wd | Exterior colour | Red |
| | | Car type | Other |

Description

1964 AMPHICAR 770 AMPHIBIOUS CONVERTIBLE

Designer: Hans Trippel

Estimate: \$55,000 - \$70,000

Chassis Number: 100605

Decoded: 100605=Unit Sequence

Engine: 1147 cc Triumph OHV inline 4cylinder

1-barrel Carburetor / 43 bhp

4-Speed Synchronized Manual Transmission / Water Transfer

Four Wheel Hydraulic Drum Brakes

- Speeds up to 7 Knot in Water, 70 MPH on Highway
- Fully Functional Amphibian Vehicle
- Restored and Ready for Adventure

The Model: Hans Trippel wasn't the first person to come with an idea for a car that floats. During WWII Volkswagen, another German company, had produced the Type 166 Schwimmwagen. But Trippel's car wasn't for military purposes, rather for practical civilian use. While these cars were not a

sports type vehicle, they performed admirably (no pun intended). On the water they were capable of traveling at a leisurely pace, preferably in rather calm seas. In production for five years, a total of 3,848 units were produced. Tripple envisioned families out for a Sunday ride, pulling up to a lake, laying out the picnic blanket, then hitting the water able to fish for lunch. With the majority of Amphicars sold in America it is likely a few customers followed Trippel's dream. Unlike the VW versions, these 770 convertibles are much easier to operate and looked better plying the seas or cruising the street.

The Car: With such relatively low production rates combined with the natural attrition from the elements and through accidents, it is estimated that today fewer than 250 Amphicars are still roadworthy, let alone seaworthy. This example finished in red is fitted with a set of steel wheels in creme, while the interior is done with dark gray over light vinyl coverings while the soft top is white. It has been given a full cosmetic restoration with all gaps properly sealed while the mechanical operations are reported to be in excellent condition. With just a simple shifting of the transfer case, this Amphicar is ready to hit the high seas, albeit in very calm waters. A number of writers came up with all sorts of jabs at the Amphicar when it was new, but as a treasured collector's item today, no one is laughing at this car any more.

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