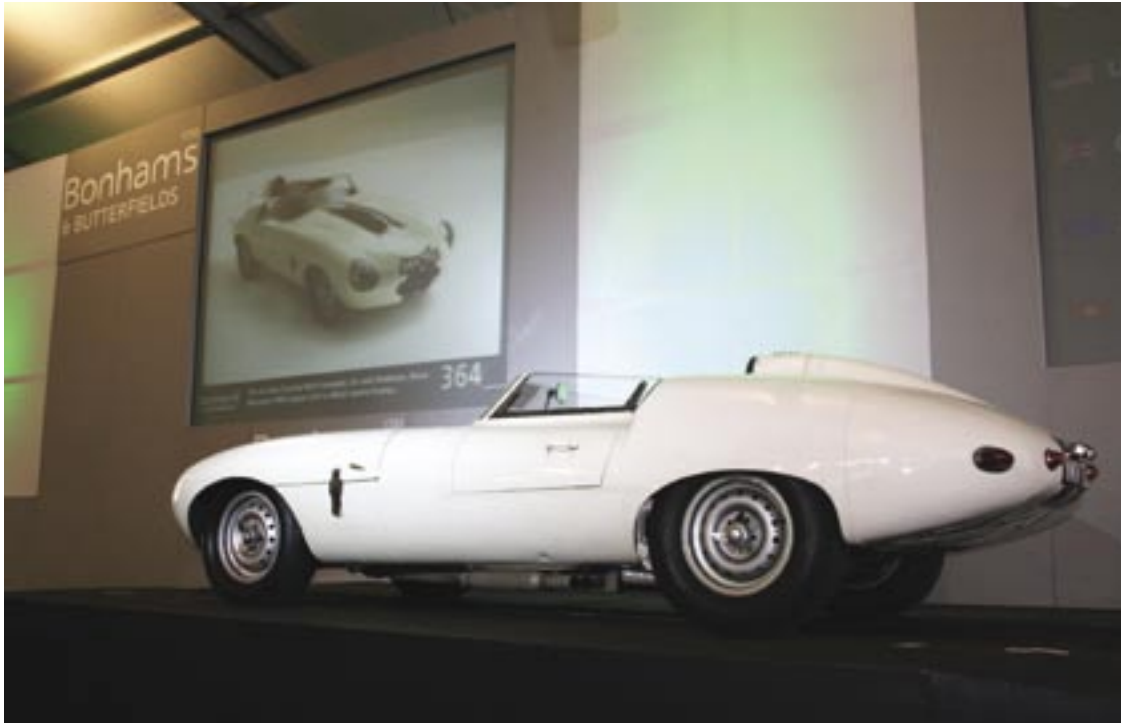


Exceptional Motorcars at Quail Lodge

The market remains both solid and discerning—with major players stepping up to pay big prices for important, well-presented rare cars



1960 Jaguar E2A, sold at \$4,957,000

Company	Bonhams & Butterfields
Date	August 15, 2008
Location	Carmel Valley, California
Auctioneer	Malcolm Barber & Robert Brooks
Automotive lots sold / offered	44/77
Sales rate	57%
Sales total	\$21,004,800
High sale	1960 Jaguar E2A Prototype Sports Racer, sold at \$4,957,000
Buyer's premium	17% up to \$100,000, 10% thereafter, included in sold prices

Report and photos by Donald Osborne
Market opinions in italics

Bonhams & Butterfields entered its second decade of sales at the Quail Lodge with a remarkable 259% increase in dollar volume over last year's sale.

While the sales rate of 57% was well below 2007's 70%, five cars sold this year for over \$1m each, with two of those approaching the \$5m mark. Last year's high sales were \$403,000 for each of two lots.

The market remains solid and discerning—with major players stepping up to pay for important, well-presented rare cars. Properly reserved, mid-range cars brought appropriate prices, while cars that were common, poorly prepared, had stories, or were over-reserved failed to sell.

Among the highlights were no less than seven Avions Voisin cars from a French collector, four of which were sold for a combined \$1.3m. There was also a replica made for the movie "Sahara," which brought a modest \$23,400.

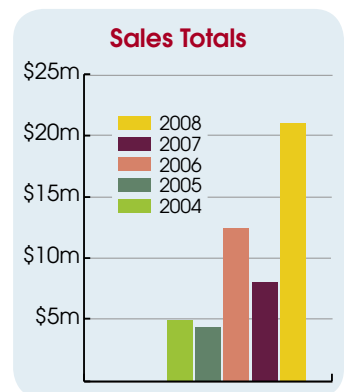
There were great expectations for the star lot, the original 1960 Jaguar E2A prototype (profiled on p. 56). Some sources estimated up to \$7m was possible, but the \$4.9m achieved was a new auction record for the marque and should not be considered a disappointment. Equally impressive was the wonderfully scruffy, unrestored 1939 Talbot-Lago T150C SS at \$4.8m (profiled on p. 46). Significantly, the top prices were attained for unrestored cars, continuing the intense interest in today's market. Bidding on the Talbot opened at \$1m and quickly moved up to \$3m, with three bidders in the fight.

Other notable sales included what appears to be a world-record price for the 1936 Lagonda LG45R Rapide sports racer at \$1.4m (profiled on p. 42), and an amazing result for a Citroën 2CV Sahara. The double-engined 4x4 saw fevered bidding from the phone, the Internet, and the room, doubling its high estimate at \$96,300. Meanwhile, the ex-Steve McQueen factor drew \$199,500 for the Baja Boot, a sort of dune buggy on steroids built for the Baja 1000 off-road race.

Early Lamborghinis were mixed. A good 400 GT 2+2 made \$271,000, but an equally good early LP400 Periscopio Countach was a no-sale at \$350,000. None of the four Ferraris sold, though two were "shooting brake" conversions—one on a 330 GT 2+2 by Vignale, the other on a Daytona by Panther Westwinds. The former was a no-sale at \$390,000, the latter stalled at \$300,000. A pair of GTB/4s, one a steel-bodied car and the other a rare alloy model, also did not sell. The steel car was bid to \$1.3m, the alloy to \$2m.

The 1933 "Louis Special" Ford-Auburn that had competed in every one of the Pebble Beach road races was very well bought at \$265,500. And another piece of racing history, the L88 Corvette driven by Dick Guldstrand for James Garner's American International Racing team, was driven onto the block by Guldstrand himself and found a new owner at \$744,000.

By all measures, this was a successful sale for Bonhams & Butterfields, and even when taking into account the effect of a 17% initial buyer's premium on the first \$100k of the winning bid, as opposed to the other companies' 10% across the board, the B&B team did a superb job of assembling an interesting assortment of cars and selling the majority of them to happy new homes. ♦





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1953 Allard K3



1953 Jaguar XK120



1953 Nash Healey LeMans



1954 Cunningham C-3 Vignale



1954 Kaiser Darrin



1959 Jaguar XK150



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ENGLISH

#354-1927 BENTLEY SPEED SIX roadster. S/N DH2206. Eng. # NH2732. Brown & cream/dark brown canvas/red leather. RHD. Odo: 45,851 km. Very good paint shows some small chips on leading edges of doors. Very good chrome, some loss of plating on door hinges. Well fitted interior with creased seat and small areas of wear at armrest hinge. Dash wood dull and showing some cracks. Cond: 3. **SOLD AT \$568,000.** A typical Brit Bentley special with a



somewhat clumsy body. Stated as built in 1936 from the combination of a 1927 saloon chassis and a 1930 Speed Six engine. No history between 1936 and 1965. Offered by Bonhams in August '03 in Newport, RI, where it was a no-sale at \$260k (SCM# 35850), and next at Brookline, MA, in April '05, where it sold for \$335k (SCM# 38002). It takes the right buyer to appreciate a car such as this, and clearly that person was on hand here. Well sold.

#357-1928 ROLLS-ROYCE PHANTOM I torpedo. S/N 17EX. Eng. # 25EX. Light blue/light blue leather. RHD. Odo: 17,845 miles. Coachwork by Jarvis of Wimbledon. Ex Maharaja Bahador of Jammu and Kashmir. One of four experimental lightweight cars developed to test the speed potential of the Phantom I chassis. Excellent panel fit and chrome, very



good paint shows some minor prep issues. Cond: 1-. **NOT SOLD AT \$1,400,000.** Shown at the Pebble Beach and Villa d'Este concours, and simply stunning. Certainly deserving of a big price, but how much? Rolls-Royce sales above \$1.5m are generally achieved by Ghosts and earlier cars—not Phantoms. Hard to tell what the seller was seeking, but perhaps another \$100k would not have hurt.

#317-1928 ROLLS-ROYCE PHANTOM I Derby Speedster phaeton. S/N S245FP. Eng. # 22457. Ivory/beige canvas/red vinyl.



Odo: 117,560 miles. Coachwork by Brewster. Originally delivered as a Brewster Lonsdale Limousine body, acquired its current body sometime prior to 1950. Old restoration now in need of everything. Door fit off, bright trim oxidized. Paint dull, chipped, and cracked. Gauges complete, but some are newer. Vinyl seats show some wear in front. Cond: 5+. **SOLD AT \$183,000.** Seventies restoration in the typical ivory/brown scheme. The body is a lovely style and will be stunning once done again. Well sold considering the work needed.

#311-1929 ROLLS-ROYCE PHANTOM I Lonsdale limousine. S/N 5290KR. Eng. # 20909. Green & black/black leather/black leather & gray cloth. Odo: 56,920 miles. Coachwork by Brewster. Excellent panel fit, well applied older paint now shows some microblistering, good chrome has some small



flaws. Nice interior shows very good wood trim, except for a gouge in dash top from wiper motor switch. Cond: 3+. **NOT SOLD AT \$80,000.** A very formal upright Brewster Springfield Rolls in rather dramatic colors. This had an excellent older restoration, and it was still holding up well. The style may have held down the bidding, as it was not a very stylish car.

BEST BUY #310-1936 LAGONDA LG45R Rapide roadster. S/N 12111. Eng. # 12111. Dark red/black canvas/blue leather. RHD. Odo: 81,168 miles. Coachwork



by Fox & Nicholl. Faded, lightly scratched, and somewhat chipped and mismatched paint with a plethora of event stickers. Replacement engine fitted, original comes with the car. Worn and scratched seats, new aluminum dash panel with what appear to be original gauges mounted inside. Extensive history file with scrapbooks and British log book included. Cond: 4+. **SOLD AT \$1,382,000.** A charismatic Lagonda racer with documented pre- and post-war track history. First rebuilt in 1974, then again in the '80s by Terry Cohn. Sold by Christie's in the U.K. in October 1983 at \$95,000 (SCM# 9335). Worn, used, and fabulous. Worth every penny, and perhaps even a bit under the market at this price. See the profile, p. 42.

#363-1936 ROLLS-ROYCE 25/30hp 2-door. S/N GXM54. Eng. # N24Q. Black/gray/natural leather. RHD. Odo: 28,403 miles. Good panel fit, except doors slightly out at forward (opening) edges. Good paint shows some small touched-in chips, poor finishing around center roof panel, some sinkage. Very well



done interior, only let down by missing screw in center armrest and unrestored control button escutcheons. Cond: 2-. **SOLD AT \$172,000.** Very handsome and sporty coupe, very well suited to the smaller chassis. I know everyone says how slow the 25/30 is, but this is such a lovely car that it wouldn't matter. A big price for the "junior" Royce, but worth it.

#329-1954 AUSTIN-HEALEY 100-4 BN1 roadster. S/N BN1L219406. British Racing Green/black vinyl/black leather. Odo: 89,104 miles. Good panel fit aside from high trunk



lid. Excellent paint and chrome, interior and gauges as-new. Nice throughout. Cond: 1-. **SOLD AT \$52,650.** A lovely Healey Hundred in classic colors. This was very nicely done, and it brought a market-correct price.

#341-1956 JAGUAR XK 140MC coupe. S/N S814518DN. Eng. # 943998S. Red/red leather. Odo: 36,159 miles. Very good panel fit, except left door slightly out at rear bottom.

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Alfa Bits

Recent Il Biscione sales on eBay

by Geoff Archer

(All English within quotes exactly as presented by sellers on eBay.)

#220182797145-1978 ALFA ROMEO ALFETTA GTV 2000 hatchback. S/N AR116150004304. Red/tan cloth. 24 Photos. San Diego, CA. "ONLY ONE WEVE SEEN WITH A RAG TOP SUNROOF. THIS VIPER RED ALFA HAS BEEN IN STORAGE SINCE 2004." Decent paint, cool Panasperts, tired interior with cracked dash and shredded back seat. "NEW SPARK PLUG WIRES AND PLUGS. FRESH OIL CHANGE. REBUILT STARTER. THE CAR STARTS RIGHT UP AND RUNS GOOD. ALL 5 GEARS



IN THE TRANSMISSION SHIFT GOOD. NO OIL LEAKS." 4 bids, sf 119, bf private. Cond: 3-. **SOLD AT \$2,400.** There's no way of knowing where a "private" buyer is from. Hopefully not California, as the seller here makes a big deal about overdue back registration fees and his lack of a desire to smog the car. Without those expenses, it would be tough to feel great about this car without spending another couple grand on it... and at that point you will probably wish you had just waited for a nicer one in the first place. Fair deal, but not for long.

#280255475829-1978 ALFA ROMEO ALFETTA sedan. S/N AR116582001327. Red/brown naugahyde. Odo: 87,775 miles. 24 Photos and 1 video. Philadelphia, PA. Recent \$4,500 PPG paint job "is so bright and shiny, it looks like you could fall in it and be gone forever." For \$1,500, "The interior was redone in Naugahyde by an upholsterer who likes the Pleat-less look of the Giuliettas." Alfamatic auto trans. Optimistic seller imagines, "You can go into turns at top speed. Turn



in to load the suspension, look for the apex of the turn, tap the brake, and power through the turn for a perfect exit. This car makes you feel like Nuvolari on a curvy road." 14 bids, sf 92, bf 24. Cond: 2-. **SOLD AT \$4,550.** Personally, I think the hyperbole is so thick, "it looks like you could fall in it and be gone forever." If you are one of the five people out there dying to get their Nuvolari on in an Alfa 3 box sedan with a slushbox, then jump in with both feet... wear a leather helmet, goggles, and driving gloves too, please, so that we know to stay off your line. Who can put a price on such a perverse passion?

#150262089151-1984 ALFA ROMEO GTV6 3.0 hatchback. S/N ZARAA6693E1006215. Silver/black leather. Odo: 130,000 miles. 15 Photos. San Diego, CA. "The car has some rust issues... living in Southern CA I didn't bother fixing them." Interior is munched. "3.0 liter conversion. The engine came from a 88 Alfa Romeo Verde... lowered with oil sump guard, Bilstein shocks, 215/55 tires on black 5 spokes,



and Ansa exhaust. The car sounds wonderful, is fast and powerful and puts a smile on your face everytime you find a stretch of road without traffic. If you're looking for a garage queen or for a car you can polish every Sunday - this is NOT the car for you." 3 bids, sf 123, bf 0. Cond: 4. **SOLD AT \$1,926.** I sure hope the buyer was after the wheels and the drivetrain... no (dollars or) sense in fixing the other stuff. ♦



Well-applied paint shows some minor prep issues and a small ding on left rear fender. Nice chrome aside from light pitting on door window frames. Very good interior, with well finished wood and slightly worn steering wheel. Cond: 2-. **SOLD AT \$77,220.** High-performance fixed-head in a very bright color combination. Considering the quality of the older restoration, this was well bought.

TOP 10 No. 2 #364-1960 JAGUAR E2A Sports Racing Prototype roadster. S/N E2A. White & blue/black leather. RHD. Very good panel fit for a race car, good older factory repaint with small chips and dings. Wonderfully worn original interior with deeply creased seats and worn wood steering wheel. 3.8-liter engine fitted, original style 3.0-liter engine sold with car. Cond: 3+



SOLD AT \$4,957,000. Ex-Dan Gurney/Walt Hansgen/Jack Brabham/Bruce McLaren/Team Cunningham car. The link between the D-type and the E-type, and one of the most important Jaguars extant. One of the two stars of the sale, it was thought this could bring up to \$7m. In the end, the almost \$5m achieved was impressive enough. What is the price of history? For this piece, now we know. See the profile, p. 56.

#336-1961 ASTON MARTIN DB4GT coupe. S/N DB4GT0156R. Eng. # 370014295. Midnight Blue/red leather. RHD. Odo: 28,017 miles. Excellent panel fit, paint, and chrome. Some crazing on right rear quarter Perspex window. Excellent interior with nicely broken-



in seats, fitted rear roll bar. Cond: 1-. **NOT SOLD AT \$1,200,000.** Besides the Zagato variant, the DB4GT is the most desirable of the DB Astons. This one had club racing history, and it was fully restored to a high level with mechanical upgrades for vintage racing—but it had only been concours shown since the work was completed. As the Brits would say, "It looks the business." Hard to fault, and given current Aston values, the high bid was certainly light.

#307-1962 LOTUS ELITE SII coupe. S/N 1569. Red/black leather. RHD. Odo: 50,406 miles. Very good paint, fair to good chrome, worn finish on alloy front bumpers. Poor door fit—but that's not surprising. Good interior has recovered seats, some scratches



on dash face, glue stains under steering wheel emblem, and heavily stained shift knob. Cond: 3-. **SOLD AT \$91,260.** The seminal Lotus mini GT in the most desirable Series II form with ZF gearbox. Despite their fragile reputation, these can be quite reliable when properly prepared. This was a huge price, so hopefully this one was fully sorted already. Well sold.

#349-1962 JAGUAR XKE SI convertible. S/N 875679. Eng. # R19659. Old English White/black vinyl/biscuit leather. Odo: 817 miles. Very good panel fit, except gap at rear of hood a bit wide. Good paint shows a few small touched-in places and a fallen chip inside left headlight bucket under cover. Most chrome very good, windshield surround somewhat dull. Very good interior has somewhat soiled



seats and metal console trim. Cond: 2-. **NOT SOLD AT \$90,000.** Flat floor, welded louver car. Previously seen at Barrett-Jackson's Los Angeles sale in June '02, where it was a no-sale at \$45k (SCM# 28563). It reappeared at RM Monterey in August '02 and failed to sell at \$55k (SCM# 28811). Since then Jaguar values have risen, with the best examples selling in the estimate range of \$135k-\$155k. However, this car was not done to the current top level, and the high bid should have sealed the deal. (Photo courtesy of Bonhams & Butterfields.)

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Chassis Number DB5/1990/L

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ASTON MARTIN of DALLAS

#302-1964 JAGUAR Mk X 4-dr saloon. S/N 3504258W. Dark red/beige leather. Odo: 50,156 miles. Somewhat variable panel fit, shiny paint a bit thick and shows minor prep issues and a small chip at base of trunk opening. Nice chrome, very good interior with



some soiling on front seat backrests, slightly over-varnished dash wood. Cond: 3. **SOLD AT \$32,760.** The giant American-sized Jag saloon, rarely seen in such nice shape. The price was a bit on the high side, but it's hard to find another like it. Well sold and reasonably bought.

#314-1965 JAGUAR XKE SI 4.2 coupe. S/N 1E30680. Dark blue/biscuit leather. Odo: 130 miles. Excellent panel fit, but gaps not totally consistent. Very good paint shows polish swirl marks and a small scratch on left front fender, excellent chrome has no issues. Very



good interior except for some soiling on driver's seat, worn armrest bases, and some fraying to left rear quarter panel trim. Two JCNA firsts, at 99.8+. Cond: 2+. **SOLD AT \$111,150.** A very high level restoration of what is widely regarded as the most desirable E-type. Has fallen off a bit from its JCNA show wins, but would need very little to be a star again. Well bought and reasonably sold.

#365-1966 LOTUS 47 GT Group 4 coupe. S/N 47GT10. Eng. # 9C13661111. Red & white/black vinyl. RHD. Odo: 11,077 miles. Factory variable panel fit. Very good paint shows typical ripples in bodywork, one large dent in left rear fender near top. Clean interior.



Cond: 3. **NOT SOLD AT \$95,000.** Ex-Nick Moore Racing. The racing version of the Europa. The 47 GT has a terrific racing history, but this particular car did not. In addition, most would prefer the later 47A, without the bonded-in backbone chassis. This price was close, but not close enough.

#343-1991 **LISTER-JAGUAR "KNOBBLY" Sports Centenary Edition racer.** S/N BHL145. White & blue/black leather. RHD. Good panel fit, very good paint shows a few small star cracks and small chips. Clean interior. One of four "continuation" cars



built by Brian Lister in 1990-91. Cond: 2-. **SOLD AT \$282,000.** HTP "historic passport" eligible. Very well presented and ready to run, it was purchased by a well-known East Coast vintage racer. If it will get you into the events you want, consider this appropriately priced.

FRENCH

#360-1914 PEUGEOT 145S Torpedo tourer. S/N 20644. Eng. # KC20644. Aubergine & Bordeaux/beige canvas/brown leather. RHD. Panel fit very good, except left front door out at rear and bottom. Well applied paint shows a few small cracks on body and several small areas of bubbling on rear fenders. Brass trim



very good with some blemishes, most notably on radiator surround. Good interior with excellent wood trim. Cond: 2-. **SOLD AT \$172,000.** The only known surviving example. The colors on this big Peugeot were certainly unique, and it had great presence with a very low, fast look. With a little attention, it could be a much better car. Well bought.

#320-1919 AVIONS VOISIN C1 limousine. S/N 804. Eng. # 826. Primer yellow & black/black leather & gray cloth. RHD. Odo: 92,928 km. Straight and complete body in primer, trim also complete and in good to fair condition.



Front interior leather and rear fabric in tatters, but good for patterns. Wood trim looks to have been refinished and is in decent shape overall. Cond: 5. **SOLD AT \$87,750.** One of a collection of seven Voisins offered from a French owner; this one a rather traditional Edwardian limousine from the first year of Voisin production. Looking at it, it's hard to imagine where the marque would go in a few years. This was an impressive car which will be gorgeous when restored, and it was well bought at this price. (Photo courtesy of Bonhams & Butterfields.)

#322-1927 AVIONS VOISIN C14 Lumineuse coach. S/N 28578. Eng. # 28152. Gray & blue/black leather/blue & gray cloth. RHD. Odo: 17,350 km. Very good older paint shows some defects but still looks good. Alloy bright trim needs a polish. Interior shows some



soiling and wear on seat edges. Said to have once been owned by Gabriel Voisin. Cond: 4+. **NOT SOLD AT \$360,000.** From the French collection, this car clearly shows Voisin's aircraft interests. The low-roofed two-door design is not as elegant as many, but it is still stunning and was my favorite of the bunch. Certainly worth more than the high bid.

#323-1931 AVIONS VOISIN C14 2-dr coach. S/N 28599. Eng. # 28674. Black/red & gray cloth. RHD. Odo: 2,666 km. Very good panel fit, except right door out at rear bottom edge. Well-applied paint shows some light orange peel on hood sides. Good bright trim



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aside from light pitting on sides of radiator shell. Excellent interior has a very small spot of soiling on right front seat cushion. Cond: 2. **SOLD AT \$667,000.** From the French collection. One of two extant, and a Pebble Beach First in Class award winner in 2006. Still quite sharp and wonderfully wacky as only a Voisin can be. Well bought.

#373-1935 DELAGE D8-105 coupe. S/N 40123. Burgundy & cream/tan cloth. RHD. Odo: 3,429 km. Coachwork by Letourneur et Marchand. Very good older paint shows some polish swirl scratches and burn marks, small areas of microblistering, and minor stress cracking. Very good panel fit, except right door out at bottom rear edge. Interior has some soiling on



right front seat and rear headliner. Excellent grain-painted dash. Cond: 2-. **NOT SOLD AT \$330,000.** Restored in France during the '90s, and no longer sharp, although it did win a prize at the 2006 Techno Classica Essen. I thought the shape of this car was gorgeous—the best of '30s French design with none of the excess. Is it worth \$400k? Once freshened, I think so.

#325-1938 AVIONS VOISIN C30 cabriolet. S/N 60007. Two-tone blue/beige canvas/brown leather. RHD. Odo: 39,235 km. Coachwork by Louis Dubos. Very good panel fit, paint shows some minor prep issues and light orange peel. Top very soiled. Fair to good chrome, with some light scratches and small areas of loss on hood vents. Clean well-fitted interior with some minor varnish problems



on right door cap. Cond: 3. **NOT SOLD AT \$330,000.** From the French collection. The 1938 Paris show car, and an altogether too "normal"-looking Voisin, from a company nearing its end. The design doesn't really hold together from front to rear, but it's still rare and important. It's hard to value this car, but it wouldn't be what most want in a Voisin. Still, the bid was light.

TOP 10 No. 3 #330-1939 TALBOT-LAGOT150CSS Aerocoque. S/N 90120. Eng. # 17318C. Dark blue/navy leather. RHD. Odo: 32,056 km. Coachwork by H. Pourtout. Very good panel fit, oxidized and chipped paint applied by brush in places, straight body. Opaque bright trim, leather seat stiff and cracked but showing very few tears. No inner door trim fitted. Most instruments and controls present. Raced after



the war by Pierre Boncompagni under the name "Pagnibon" to wins at Nice, Orleans, Agen, and the Mount Ventoux Hillclimb, among others. Cond: 5. **SOLD AT \$4,847,000.** A "barn find" teardrop coupe designed by Georges Paulin. Not the most graceful of the type, but a straight, original example. Hammer price was near the top estimate, and considering its history, it was worth every penny. See the profile, p. 46.

#362-1954 TALBOT-LAGO T26 Grand Sport coupe. S/N 111003. Blue/beige leather. RHD. Odo: 22,148 km. Good panel fit, except left door out at rear edge. Very good paint needs a final polish in tight spots. Nice chrome, alloy



trim a bit dull. Well fitted interior shows a bit of soiling on right hand seat. Cond: 2-. **SOLD AT \$205,000.** A fast and capable post-war GT in great colors, and priced right on the money. Well bought and sold.

#331-1962 CITROËN 2CV Sahara 4x4 4-dr sedan. S/N 0449. Eng. # 054001130094. Dark green/beige Alcantara. Odo: 97,599 km. Excellent panel fit. Shiny paint shows many



sub-surface prep problems, especially on front fenders. Interior done in wacky, deeply grained, slightly soiled Alcantara suede. Both engines replaced. Cond: 3-. **SOLD AT \$93,600.** Double your pleasure, double your fun? The desert version of the 2CV, with four-wheel drive courtesy of engines front and rear. Last seen at Christie's Apeldoorn auction in August 2003, where it sold for \$23,392 (SCM# 36312). Since then, it's been driven a grand total of 44 km—perhaps it's too scary to drive any further. Needless to say, a tremendous result, and surely enough to buy a pair of standard 2CVs and lash them together. Very well sold.

#309-1986 RENAULT R5 Turbo 2 hatchback. S/N VF182200000500074. Dark metallic blue/dark blue cloth. Odo: 24,395 km. Panel fit as per factory. Good paint with a good deal of orange peel, again to factory standards. Stone rash on rear fender bulges, black trim somewhat faded throughout. Clean interior, sagging



seat cushion trim. Correct Michelin TRX tires. Cond: 3+. **SOLD AT \$43,875.** The bonkers, mid-engined, street-going version of the Renault World Rally Championship R5, and about as far from "Le Car" as can be imagined. With DOT sticker, dated 1986. They seldom come to market, and this was a nice one, so the price paid seemed right.

GERMAN

#370-1937 MERCEDES-BENZ 320 Cabriolet B convertible. S/N 172263. Eng. # 172263. Black/black vinyl/dark red leather. Odo: 66,933 km. Door fit slightly off. Older paint shows some defects, but is still presentable. Good chrome with some waviness in hubcaps. Interior shows a nice patina, although dash wood varnish is somewhat opaque and cracked. Period Motorola 65 radio. Ordered new



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by the German Embassy in Japan. Cond: 4+. **SOLD AT \$260,000.** *The burgher's Benz, as opposed to the plutocrat's. Not flashy like the 500, but much more substantial than the post-war 170 and 220. Not often seen on this side of the Atlantic. This car had good history, but it was in need of lots of work. The catch here is the cost, which will be practically the same as that for a 540K. Very well sold.*

#305-1961 MERCEDES-BENZ 190SL convertible. S/N 12104210000155. White/black canvas/red leather. Odo: 22,629 miles. Very good panel fit, except left door out at rear bottom edge. Paint on left door doesn't quite match rest of nice finish. Good chrome with some bubbling under plating on front bumper.



Clean interior with incorrect grain in newish leather seats and door panel trim. Somewhat soiled steering wheel, light pitting on dash chrome. Cond: 3-. **SOLD AT \$50,895.** *To bring the big bucks, these cars have to be very sharp. This was basically a nice Sunday driver SL which sold for nice Sunday driver money.*

#359-1972 PORSCHE 911 2.7 RS Prototype coupe. S/N 9113600012. Eng. # 6630022. Signal Yellow/black & white houndstooth cloth. Odo: 20,575 km. Excellent panel fit and paint. Otherwise excellent chrome has some small imperfections on side window base trim. Clean and well-fitted interior shows no



wear. The first of the RS cars. Cond: 1. **SOLD AT \$480,000.** *Superbly presented and outrageously desirable. During the preview, all the Porsche-philes were salivating. Last crossed the block on the Peninsula in 2006, when Christie's sold it for \$334k (SCM# 42513). Since then, it has been restored to a high level. Given the likely cost of the work, how much was the actual profit? A hard way to do it in my book. Market correct.*

#342-1976 PORSCHE 934/5 Competition coupe. S/N 9306700162. Yellow/black cloth. Superbly presented, with paint and trim practically flawless. Over-the-top condition for a racer inside and out. Ex-Angelo Pallavicino 1978 FIA Group 4 World Championship of



Makes winning car. Ran at Sebring, Daytona, Riverside, Mugello, Silverstone, Watkins Glen, Nürburgring, and Monza. Cond: 1. **NOT SOLD AT \$420,000.** *Recently restored and lightly used. Given the history and condition, the bid was at least \$100k light.*

#338-1991 PORSCHE 962 Group C racer. S/N 962159. Eng. # 962207. White & blue/black cloth. RHD. Japanese Team Trust car, 13th overall in the 1990 Le Mans 24 Hours driven by Fouche, Andskar, and Kasuya, DNF in 1991. First place at Autopolis in Japan that same year. Refurbished 1992 and put on museum display. Race worn paint showing



typical chips and soiling, appears as last run. Fresh-looking tires, racer-spec Spartan interior. Cond: 3-. **NOT SOLD AT \$550,000.** *Once re-commissioned, this will be a challenging, but possible, drive for a talented amateur in vintage events. Given the cost of the work and the history, this high bid could have been sufficient.*

ITALIAN

#316-1913 ISOTTA FRASCHINI TIPO KM 4 Torpedo tourer. S/N 5646. Eng. # AR1090. Green & black/red leather. RHD. Odo: 29,220 miles. Ex-Cameron Peck and Lloyd Partridge, one of only three remaining. Discovered in Long Island by scrap dealer Mike Caruso in the 1930s, sat in his junkyard until after WWII, when it was bought and restored. Restored again in recent years, with new mechanical parts fitted where required. Superb paint and interior, some minor flaws in



extensive brass trim. Four-seat two-door Sports Torpedo body constructed in New Zealand. Cond: 1-. **SOLD AT \$1,492,000.** *A huge 10.6-liter Isotta, and one of the stars of the weekend. Incredibly sporty, even considering its vast size. A truly magnificent automobile, and beautifully presented. Well bought.*

#352-1930 ALFA ROMEO 6C 1750 Gran Sport spyder. S/N 8513033. Eng. # 8513033. Red/red leather. RHD. Odo: 2,086 km. Very good panel fit. Correct, slightly flat paint is good, with some stone chips on front and some light scratches. Unmarked bright trim. Upholstery is good, original advance control on



steering wheel quite corroded. Cond: 3+. **SOLD AT \$1,107,000.** *Ex-Luigi Scarfiotti, Scuderia Ferrari. Wonderful car, and clearly used the way it should be. Sold at the Worldwide Group auction, rated condition 1, in April '05 for \$1.1m plus 2.5% import duty (SCM# 38494). Three years and 2,000 km later, it's a 3+ and sells for the same amount. I would call this very well bought and fairly sold.*

#334-1933 ALFA ROMEO 6C 1750 Gran Sport drophead coupe. S/N 121215037. Red/black canvas/black leather. RHD. Odo: 11,456 km. Coachwork by Castagna. Door fit shows issues on both sides, generally smooth paint shows some small touched-in chips and small



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rubs on rear deck. Good bright trim, except for slightly bent grille bars. Seats excellent, dashboard wood varnish a bit heavy and dull, paint on steel instrument panel shows micro-blistering. Cond: 3+. **NOT SOLD AT \$720,000.** *The right chassis, with a somewhat ungainly body—sort of an Italian Armstrong Siddeley. We often complain when the original touring bodies on these cars are discarded for sportier styles, but this one is hard to defend, and it's safe to say the style suppressed bidding here. Would be fairly sold at the low estimate.*

#353-1937 SIATA 750 Gran Sport roadster. S/N 035419. Two-tone gray/black leather. Odo: 49,092 km. Coachwork by Zagato. Superbly restored, with only slight stress cracking at hood sides and light scratches on plexiglas windshield. Cond: 1-. **SOLD AT \$106,470.** *Shown at Pebble Beach Concours in 1996. There was some discussion about whether the body was actually Zagato, but nevertheless,*



this was a real period piece, and it had been superbly restored. Of course it was one of my favorites—until I discovered that my size 12 foot covered both the accelerator and brake at the same time, even barefoot. Well sold, but find another in this condition.

#367-1960 LANCIA APPIA Sport coupe. S/N 812012391. Red/black vinyl. Odo: 46,059 km. Coachwork by Zagato. Good panel fit, somewhat variable panel gaps. Presentable paint shows evidence of work in sills as well as some bubbling in door bottoms and trunk corner edges. Good chrome with some rippling under plating on front bumper, alloy trim shows light scratching. Some perished rubber. Good



newer seats, remainder of interior lightly worn. Tach and speedo faces very faded. Cond: 4+. **NOT SOLD AT \$45,000.** *The ASI (Automoto Storico Italiano) Targa d'Oro plate is supposed to indicate a car which is substantially "conserved" in very good original condition. This*

car does not seem to meet the criteria, so perhaps it was granted quite a while back. These are great cars, with a good competition history including the Mille Miglia. The estimate price of \$70k could be achieved for one, but not this example.

#344-1965 FERRARI 330 GT Shooting Brake. S/N 7963. Eng. # 9269. Dark metallic green & gold/brown leather. Odo: 12,748 miles. Coachwork by Vignale. Very good panel fit, nice paint has a few touched-in chips and a small dent in nose on right side of grille. Excellent chrome and trim. Good interior with



re-dyed seats, nicely finished dash wood, and light soiling to headliner. Cond: 2-. **NOT SOLD AT \$390,000.** *A Luigi Chinetti Jr./Bob Peak-designed one-off. Very much an acquired taste, it was among the last cars built by Vignale. Formerly a more attractive brown/gold, it appears a bit flashy in the current livery. On this day, in this place, the market spoke. Could have been sold.*

#361-1965 MASERATI MISTRAL spyder. S/N AM109S037. Yellow/dark brown canvas/tan leather. RHD. Odo: 34,136 miles. Good panel fit, except for left door slightly out at rear edge. Very good paint shows some minor masking issues, evidence of bodywork on front gap of left door. Unmarked chrome, good interior with somewhat soiled seats and wheel. Modern Sony CD player with large speakers



cut into rear panel. Cond: 2-. **NOT SOLD AT \$130,000.** *Not a particularly lovely color combination, and RHD meant this was bound to be a bit of a tough sell. This car was offered back in 1991 by Kruse in their August Auburn sale, where it failed to sell at the same \$130k (SCM# 13076). The pretty and rare Mistral Spyder is a very desirable car, but how and why this one got painted this color and stayed in the U.S. so long is a mystery. Unless the seller is prepared to send it to the U.K, this was all the money and then some.*

#328-1967 FERRARI 275 GTB/4 coupe. S/N 9511. Eng. # 9511. Black/black leather. Odo: 46,165 miles. Excellent panel fit. Very good paint shows some minor prep issues and a small area of bubbling on lower front corner of right door, good chrome shows slight fading on



right quarter window trim. Well fitted interior shows little wear. Claimed less than 1,000 miles since restoration. Cond: 2-. **NOT SOLD AT \$1,350,000.** *Steel-bodied 4-cam. While prices have been steadily rising, they've not taken the next move upwards. This car could have been sold at the high bid without regrets.*

#358-1967 LAMBORGHINI 400 GT 2+2 coupe. S/N 1276. Eng. # 1675. Midnight Blue/tan leather. Odo: 70,361 km. Panel fit somewhat off. Good paint shows some prep issues, small touch-ups, and small stress cracks. Good chrome, some perished rubber. What appears to be a mostly original interior is nice, with some wear on left front carpet. Many toggle switch label faces missing. Period Becker Europa II radio. Cond: 3-. **SOLD AT \$271,000.** *An early Lambo in a great color combination. Rising values in these cars continued in Monterey—this one was previously sold by Bonhams at Brookline, MA, in May '03 rated*



as a #3- at \$70,500, which was called "a strong price given the cosmetics" (SCM# 31017). Five years pass and the same 3- car sells at \$271k. I'd call that quite a return on investment. The new market? Time will tell. The only shame is that it traveled a mere 476 km in five years, so no one got to enjoy it.

#366-1967 FERRARI 275 GTB/4 Alloy coupe. S/N 10311. Fly Yellow/tan leather. Odo: 1,312 miles. Very good panel fit, excellent paint with some light polish scratches and small cracks on left rear fender behind door and at rear roof seams. Spotless chrome and trim, very good interior with dry looking driver's seat. Restored by Auto Sport in Modena, Italy.

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Cond: 2+. **NOT SOLD AT \$2,000,000.** Ex-NART, Posey/Rodriguez 24 Hours of Daytona, where it took 2nd in class. The Rodriguez is not one of the famous Mexican brothers, but instead a South American, and 10311 had some of its original alloy panels replaced in restoration due to accident damage. However, the work was very good, and this is still one of the most desirable road-going Ferraris. The bid was certainly too low.

#312-1970 MASERATI GIBLI spyder. S/N AM115S1185. Eng. # S2360. Red/black canvas/black leather. Odo: 32,339 miles. Fair to good panel fit. Paint is shiny, but shows bubbling at bottom of left door, small dents on the leading edge of the hood, and touched-in chips on nose and other areas. Excellent interior shows some scratching on console. Cond: 3+.



SOLD AT \$249,000. A U.S.-delivery 4.7-liter Spyder. Values of these rare (125 built) cars have been steadily heading upward, and this was a price that a #1 car would have brought at the beginning of the year. Time will tell if it's the start of a new jump or just an anomaly. For now I'll call it very well sold.

#303-1971 DETOMASO PANTERA coupe. S/N THPNLE01423. Metallic Sand/beige leather. Odo: 3,346 miles. 351-ci fuel-injected V8, 5-sp. Good panel fit. Very good paint with small touched-in chips. Very good chrome;



slight wear to steering wheel is only fault in interior, which has a later Sony cassette stereo fitted. Engine fitted with Hilborn-style EFI. Cond: 2-. **SOLD AT \$58,500.** Very clean, well presented chrome-bumpered Pantera, which appeared basically stock in a beautiful color. Well bought below the \$60k high estimate.

#345-1972 FERRARI 365 GTB/4 Daytona Custom Shooting Brake. S/N 15275. Black/Fawn leather. Odo: 3,872 miles. Coachwork by Panther Westwinds. Very good panel fit, paint shows some minor bubbling and cracking and slight color mismatch on left door. Very good chrome except for a small ding on right window trim. Seats show wear somewhat in excess of the indicated mileage, suede trim very good.



Interior wood shows nicely. Cond: 2-. **NOT SOLD AT \$300,000.** A Luigi Chinetti Jr./Gene Garfinkle-designed one-off. It was amazing to see both Ferrari "Shooting Brakes" in a single sale, although this one was much more attractive than the Vignale 330. Sold by Bonhams in Gstaad in December '03 for \$254,880 (SCM# 31736), and sold again at the same venue in December '05 for \$261,861 (SCM# 40211). Since the first sale, this had covered 116 miles and apparently not appreciated at all. Given maintenance, storage, and transport fees, it has actually lost value.

SWISS

#304-1949 ZIMMERLI-VAUXHALL roadster. S/N LIP1454. Black/black canvas/red vinyl. Odo: 2,349 km. Very good panel fit aside from uneven trunk lid. Very good paint shows polish scratches. Somewhat perished trim rubbers. Simple interior clean with some wear on steering wheel and some soiling on black crackle-finished instrument panel. Cond: 2-. **NOT SOLD AT \$78,000.** Custom-built by Swiss Vauxhall dealer and neat as hell.



Considering its delicate looks, this was surprisingly robustly built. It's almost impossible to value a piece such as this, but surely it must be worth more than the high bid.

AMERICAN

#350-1933 FORD-AUBURN LOUIS SPECIAL racer. S/N DRF56948. Black/green leather. Odo: 10 miles. Pebble Beach racer from 1950 to 1956, Pebble Beach Concours winner in 2006. Flawless paint, excellent chrome, interior as new. Cond: 1. **SOLD AT \$265,500.** Built by David Addison, this wonderful period



Ford flathead racer had been spectacularly restored and was still as fresh as the day it left the shop. A great piece of history. Very well bought. (Photo courtesy of Bonhams & Butterfields.)

#313-1954 CHEVROLET CORVETTE roadster. S/N 0792086F54YG. Polo White/black canvas/red vinyl. Odo: 1,669 miles. 235-ci 150-hp straight 6, 3x1-bbl, auto. Variable panel fit, as per factory. Paint shows some small cracks over front wheelwells and around grille, masking issues evident at base of windshield.



Very good bumpers, other chrome shows minor defects. Nicely redone seats and steering wheel, dash chrome shows some pitting. Cond: 3-. **NOT SOLD AT \$62,000.** For most, the '54 Corvette is for looking at, not for driving. Therefore, the top prices come only for the very best prepared examples. This one could have been sold at the high bid with no regrets.

#315-1954 HUDSON ITALIA coupe. S/N IT1001. Silver/black leather. Door fit somewhat off, other panels very good. Older paint holding up well with only a few small chips. Fair to very good chrome, wavy plating on rear bumper. Cond: 3-. **NOT SOLD AT \$210,000.** Rare Italian-bodied "halo" car for Hudson. All Italias were painted and trimmed identically in cream over red/cream. This one was painted

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Our Rides

2007 Kawasaki Ninja 250R,
2004 Yamaha FZ6,
2007 Triumph Thruxton



Owners: Alex Martin-Banzer, Keith Martin, Paul Duchene

Purchase date: Ninja, December 2007; FZ6, June 2008; Thruxton, November 2007

Price: Ninja, \$2,800 (49 miles); FZ6, \$3,400 (14,000 miles); Thruxton, \$7,997 (new)

Mileage since purchase: 250 / 250 / 1,900

Recent work: Lowered Ninja to fit Alex better by replacing rear dogbones, adjusting front suspension, and adding risers to front bars. Tightened rear bolt on FZ6 to eliminate brake-fluid weeping.

Alex and I have been riding dirt bikes together since she was four years old, and she's had a scooter since she turned 15. This year, she and I, along with her cousin Gary and my wife Wendie, all took the three-day intensive Team Oregon Motorcycle training program, and the three of them got their motorcycle endorsements (I already had mine). The 250-cc-single Ninja is a perfect first bike, as it is stylish and powerful enough, yet light and easy to handle. Her new "Black Dahlia" helmet complements it perfectly.

The 600-cc 4-cylinder FZ6 is my low-priced entry into the world of medium-performance Japanese bikes, with 0 to 60 mph at 3.4 seconds, 0 to 100 mph at 7.8 seconds, a 15,000 rpm redline, and a claimed top speed in excess of 150 mph—not that I'm ever likely to see it.

Along with Executive Editor Paul Duchene on his 2007 Triumph Thruxton, the three of us made a 200-mile trip around Mt. Hood, ending up at Timberline Lodge for lunch.

The Triumph Thruxton was a happy replacement for the Moto Guzzi Brevia 1100 (see November 2007 "Bike Buys"). It's a 900-cc twin, a re-imagined '60s café racer, and about 80 pounds heavier—as are we all. Much of that weight was shed by replacing the stock exhaust with Bub Conti megaphones, which required end caps to make them even remotely street legal. Lack of a fairing affects gas mileage drastically; 70 mph nets 40 mpg, but 90 mph cuts that to 30 mpg, making Nevada very big indeed. ♦



silver and trimmed in black, and it had a number of other modifications, including musical note trim on rear ventilation grille. Rumored to be ex-Liberace, confirmed ex-Harrah's. Not sold at RM's Phoenix sale in January '08 at \$250k. Until this car is restored again to original specs, this may be all the market will pay.

#332-1958 JOHN FRAY SPECIAL Champ Car racer. Eng. # 137. Black/black vinyl. Good paint, which may be mostly original, shows some scars of use. Antique Auto Racing (AAR) scrutineering stickers visible.



Seemingly ready to run. Cond: 3. **SOLD AT \$139,000.** Nicely presented champ car built by Connecticut engineer John Fray. Regional AAA Series racing history, only two owners from new. It's rare to find a surviving East Coast racer from this period, especially in this condition. Well bought.

#308-1966 SHELBY GT350 fastback. S/N SFM6S2032. Red & white/black vinyl. 289-ci V8, 4-bbl, 4-sp. Race-car-clean paint, good panel fit throughout. Lightweight door trim and fiberglass hood very good. Clean race-prepped interior with full roll cage. New Auto-Meter gauges in dash, Moto-Lita steering



wheel. Motorsport block, billet main caps, JE pistons, Crower rods, 351W heads, roller cam, MSD ignition, blueprinted Holley carburetor, billet pulleys, Hooker headers, and R-model oil cooler fitted. Cond: 3+. **NOT SOLD AT \$110,000.** Originally a street car, this was modified for vintage racing in the late '90s, with later work by Cobra Automotive. Extensive current vintage race history, and autographed by Carroll Shelby. Well presented and certainly worth at least \$40k more.

#346-1967 BAJA BOOT off-road racer. S/N MICH67229. Red/black vinyl. Good paint blasted on rear wheel flares. Minimal interior clean and in good condition except for some divots out of foam steering wheel rim. Clean later-model Chevrolet engine with center bolt



valve covers. Cond: 4. **SOLD AT \$199,500.** Ex-Steve McQueen Camaro V8-engined off-roader, run in the Baja 1000. The size of this thing cannot be imagined from photos—it's huge. The manliest dune buggy racer driven by the manliest man for the manliest collector. A bargain for a McQueen piece.

#355-1968 CHEVROLET CORVETTE L88 Competition convertible. S/N 194678S405175. Blue & white/black vinyl. Odo: 4,696 miles. 454-ci 430-hp V8, 4-bbl, 4-sp. Ex-James Garner Team AIR/Dick Guldstrand FIA GT. A very well-known car, and driven onto the ramp and introduced by Guldstrand himself.



Provenance from new, replaced engine. Recent vintage race and concours outings. Very well restored to better-than-new race car standards inside and out. Cond: 1. **SOLD AT \$744,000.** A reasonable price for an important piece of Corvette history, even if it wasn't very successful. ♦



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