

Complete Monterey Coverage | 209 Cars Rated

Keith Martin's  
**Sports Car Market**  
The Insider's Guide to Collecting, Investing, Values, and Trends

# Scruffy Talbot

Miles Collier on history, patina, and \$4.8m of charm



- ▶ Ferrari, a market in transition
- ▶ Gooding's Bugatti bonanza
- ▶ Phil Hill 1927-2008

November 2008

\$6.00US \$6.00CAN



www.sportscarmarket.com

# \$64 MILLION TWO-NIGHT TOTAL

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# THE PEBBLE BEACH AUCTION

LOT  
27

1937 Bugatti Type 57SC  
Atalante Coupe

DOLLARS	<b>\$7,920,000</b>
GBP	£4,237,200
EURO	€5,393,520
SWISS FRANC	8,680,320

**GOODING  
& COMPANY**

**GOODING  
& COMPANY**



Charlie Ross and David Gooding sell the  
1937 Bugatti Type 57SC Atalante  
for the highest price ever paid for  
an automobile at auction in North America

**SOLD - \$7,920,000**

---

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The Scottsdale Auction . January 17 . 2009

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# SYMBOLIC MOTOR CAR COMPANY



## Current Inventory

---

- 1949 Ferrari 166MM Barchetta  
Alloy touring competition barchetta. (s/n:0024M)
- 1956 Ferrari 250GT LWB "Tour de France"  
Completely restored. Outstanding race history. (s/n: 0563GT)
- 1957 Ferrari 250GT PF  
Older restoration, great event car. Red/Tan (s/n: 1107GT)
- 1969 Ferrari 365 GTC  
Well documented. New interior w/ Books and tools (s/n: 12713)
- 1972 Ferrari 365 GTB/4 Daytona Spyder  
Extremely well documented. Highly original. (s/n: 15171)
- 1973 Ferrari Dino 246GT  
Fully restored. Red/Black (s/n: 5894)
- 1973 Ferrari 365 GTB/4  
Fully restored. White/Black w/red inserts. (s/n: 16953)
- 1973 Ferrari 365 GTB/4 Spyder Conversion  
Very well done conversion. Black/Tan (s/n:16837)
- 1997 McLaren F1 GTR Longtail  
1 of only 10 Longtail GTR's Built. Ready to race.(s/n: 19R)
- 1955 Porsche 356 Carrera Speedster 1500GS  
Complete ground up restoration. Highly eligible. (s/n: 81079)
- 1956 Porsche 356/A Carrera 1600GT  
Very rare RHD example. Red/Black (s/n: 108630)
- 1964 Shelby Cobra 289  
Recent comprehensive restoration. (s/n: CSX2358)



1956 Ferrari 250GT LWB "Tour de France"  
s/n: 0563 GT



# Vintage Motor Cars of HERSHEY

OCTOBER 10, 2008  
HERSHEY® LODGE, HERSHEY, PENNSYLVANIA



1962 BENTLEY S2 CONTINENTAL



1917 PIERCE-ARROW MODEL 48 TOURING CAR



1911 STANLEY STEAMER 10 HORSEPOWER  
MODEL 63 TOY TONNEAU



1934 ROLLS-ROYCE PHANTOM II CONTINENTAL DROPHEAD COUPE



1933 DUESENBERG MODEL SJ PHAETON *by La Grande*

Following last year's success, RM is returning to Hershey, Pennsylvania to host the second annual Vintage Motor Cars of Hershey auction in collaboration with the AACA. This sale will feature approximately 100 vintage motor cars spanning back to the pioneering days of the American automotive industry.

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OCTOBER 29, 2008

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II



IV



III



V



- I 1924 Bentley 3/8 Litre
- II 1938 Bugatti Type 57C Atalante
- III 1985 Ferrari 288 GTO
- IV 1965 Ferrari 250 LM Berlinetta
- V 1938 Horch 853A Special Roadster

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1942 ALFA ROMEO 6C 2500  
TIPO SPORT CABRIOLET BY TOURING  
Judged 100 Points CCCA Badge #2219

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Saturday, November 1, 2008 • Honey Horn Plantation • Hilton Head Island, South Carolina



In Conjunction with the Hilton Head Island Concours d'Elegance & Motoring Festival



1969 LAMBORGHINI MIURA  
P400 COUPE



1963 MASERATI SEBRING COUPE  
& 1963 MASERATI 3500GT VIGNALE SPYDER  
Stablemates for Over 20 Years, Rally and Race Prepared



**1958 DUAL GHIA CONVERTIBLE**  
Concours Restoration



**1955 CHEVROLET CORVETTE ROADSTER**  
NCRS Top Flight, Bloomington Gold



**1954 CHEVROLET CORVETTE ROADSTER**  
Two Owners From New, 13,500 Actual Miles



**1966 JAGUAR XKE SERIES I ROADSTER**  
AACA National Winner



**1917 PACKARD 2-25 TWIN SIX RUNABOUT RACE CAR**



**1955 PORSCHE 356 SPEEDSTER**

# Keith Martin's Sports Car Market

The Insider's Guide to Collecting, Investing, Values, and Trends

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On the Cover: "Pagnibon" celebrating his victory in the Coupe du Salon at Monthléry, 1947. Photo courtesy of R et B Editions.





# PRIVATE TREATY SALES AT KIDSTON SA



CLIENT PORTFOLIO 1924 HISPANO-SUIZA H6B COUPÉ DEVILLE BY KELLNER ● 1928 MERCEDES-BENZ 26/120/180 S TYPE (ILLUSTRATED)  
1939 LAGONDA V12 RAPIDE (ILLUSTRATED) ● 1948 CISITALIA 202MM SPYDER NUVOLARI (ILLUSTRATED) ● 1959 FERRARI 250GT SWB BERLINETTA (RECREATION)  
1960 ASTON MARTIN DB4GT (EX-TOUR DE FRANCE) ● 1964 PORSCHE 904 GTS (ILLUSTRATED) ● 1966 LAMBORGHINI 400 GT ● 1967 COOPER-MASERATI V12 T86  
1967 RIVA SUPER AQUARAMA ● 1970 LAMBORGHINI MIURA S (14,000 MILES) ● 1976/83 FERRARI 308GTB GROUP B ● 1987 PORSCHE 959 (585BHP)

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# Gazing Into the Crystal Piston

The continued buoyancy of the market at the top end is proof that America has the largest number of wealthy people of any nation in the world

**T**he Monterey vintage week takes up about four months of every year. There are two months of preparation for it, which at SCM means poring over each auction catalog as it arrives, and placing our bets in the office pool concerning what the grand total for the weekend will be. Then there is the actual week of activities, with so many things going on that it takes a month of energy to absorb them all.

Finally, there's the mad dash back to SCM world headquarters in Portland, Oregon, and the inputting and analysis of the data, culminating with this issue.

And all the while the friends of SCM continue to clamor for more information, and everyone wants to know, "What's it all mean?"

It's no secret that the collector car market is now in a mature phase. We have seen a tremendous run-up over the past five years, especially with A-grade, blue-chip collectibles, but that appears to be leveling off. Simply put, there were no shocking prices made; the \$10m Cal Spyder sale wasn't replicated, as some thought it might be.

At each auction, the buyers seemed thoughtful, without the "irrational exuberance" that typified 1989 and 1990. Auction houses across the board worked hard to get cars with reasonable reserves, and most everything was sold at reasonable prices. The overall total, \$139 million this year versus \$134 million last year, represents a modest increase, although it was accomplished without the presence of Christie's.

## The forensics of the future

But really, what everyone wants to know is what's ahead. This is what we believe:

There continue to be three significant forces driving the market. First, on the selling side, the market is being pushed by collectors who have reached a certain age, realize their families have little interest in their cars or in maintaining their collection, and consequently have decided it's time to turn machinery into money. We'll see more of this in the future, either with collections consigned to auctions en masse, or auctions with all of the merchandise coming from a single owner.

Second, we'll see a rush to market by those who think it's simply time to cash in their collector car, before the inevitable market correction. If you bought your 4-cam in 1991 for \$300,000, and the \$1.7 million it could add to your coffers might change your life, then it's a good time to pull the trigger.

The caveat today is that it might be getting a bit late in the game to anticipate top dollar. As you might expect, it seems like nearly every 4-cam, Daytona Spyder, or Miura SV ever built is suddenly coming up for sale, and having lots of merchandise from which to choose isn't always helpful in keeping market values high.

Third, for buyers, the continued buoyancy of the market, especially at the top end, is simply proof once again that America has by far the largest number of truly wealthy people of any nation in the world. In fact, as one auction company owner said to me, "The guys buying \$5 million cars aren't worth \$50 million, they are worth hundreds of millions of dollars." Such collectors are often men in their fifties and sixties who have owned very successful businesses for a number of years, have amassed a lot of



Gooding & Company

*I'm done with them, your turn now*

wealth, and have decided to spend some of it on cars.

Chances are you'll find the same type of guys buying art and antiques, boats and planes, and maybe a racehorse here and there. And compared to a 200-foot yacht, the cost of most collector cars is chump change.

Most high-end collectors are from the Baby Boomer generation, and along with reading glasses, hair transplants, and Sansabelt pants comes the realization that it will probably be more fun to own a Gullwing when you are 60 than when you are 80—after all, at the latter age, where will you put the walker?

## Looking forward to January

The next epicenter of the collector car world is Scottsdale in January, with Bonhams's pathfinder Gstaad event in December.

Here's what we will be watching for: By having best-in-weekend results two years in a row in Monterey, Gooding has earned its place next to RM in Scottsdale; even as this is being written, they are duking it out to confirm the most mouth-watering consignments for their Arizona events. RM snagging Corvette Grand Sport s/n 002 is just the opening salvo.

Both companies will present their typically first-rate catalogs (which get better in their attention to detail with every event). It wouldn't surprise me to see their sales totals about the same this year as last, but the average price per car sold will go up, with perhaps fewer sales. This will be a reflection of the continued strength of the upper end of the market.

Barrett-Jackson will continue as the \$80 million gorilla in the desert, and its challenge will be to maintain the quality of the no-reserve consignments that attract the majority of the 4,000 registered bidders, and keep the interest of millions of viewers on Speed Channel.

Unless Barrett-Jackson institutes some type of reserve option for expensive cars—those over \$500,000—they could have a difficult time attracting such consignments in this uncertain economy. However, B-J's numbers should stay solid, as their inventory is likely to be similar this year to what it was last.

Russo and Steele will continue to play an important part in the market, by having a good variety of mid-range high-quality muscle cars and a smattering of sub-\$250,000 European exotics. Wisely, Russo has not tried to compete with RM/Gooding as a high-end catalog event, nor has it tried to replicate the gigantic scale of Barrett-Jackson. The company has created its own niche, with its own style of consignments and clientele. Again, we don't see much change in the overall numbers.

Silver will further its own successful strategy as well. Almost 95% of its Arizona consignments sell for less than \$50,000, an attractive market segment for collectors on a budget. This will be the case again.

We hope that Kruse regains its former aggressiveness and returns its week-after-everything-else auction to its former prominence. Monterey could hardly be counted as a success, and we expect we'll see a broader array of better consignments in Scottsdale.

In the end, this is a very good time to be a seller, although perhaps not as good as it was six months ago. It's getting to be a better time to be a buyer, so long as you are careful, know exactly what you are buying, and are prepared to be a long-term owner. ♦

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*the*  
**COUGAR**  
*on the* **LEFT.**



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1969 Miura at Worldwide's Hilton Head sale

**Silver Auctions—The Seattle Auction**

**Where:** Seattle, WA  
**When:** November 1  
**More:** www.silverauctions.com  
**Last Year:** 31/111 cars sold / \$464k

The Bellevue Hilton, located just ten minutes from downtown Seattle, will play host to this annual event, which will feature 100 cars ranging from vintage classics to modern sports and exotics, presented in three categories: original untouched, original restored, and high-end drivers.

**The Worldwide Group—The Hilton Head Sports and Classic Car Auction**

**Where:** Hilton Head, SC  
**When:** November 1  
**More:** www.wwgauctions.com  
**Last Year:** 94/107 cars sold / \$4.5m

This Worldwide Group staple, held alongside the Hilton Head Concours d'Elegance, will feature about 100 rare and high-quality consignments. Among the cars offered, expect to see a 1969 Lamborghini Miura P400, a 1958 Dual Ghia convertible, and a rare 1942 Alfa Romeo 6C 2500 Tipo Sport Cabriolet by Touring—one of only two built, and still fitted with its original engine, chassis, and aluminum body.

**Kruse International—Auburn November Classic**

**Where:** Auburn, IN  
**When:** November 7–9  
**More:** www.kruse.com  
**Last Year:** 15/99 cars sold / \$283k

Kruse expects over 500 vehicles at this year's edition of the November Classic, with plenty of choices available for those in the market for American classics

and muscle. Early consignments include a 1966 Mercury Comet, a 1952 Ford Victoria, a 1959 Edsel convertible, a 1965 Ford Mustang fastback, and a 1967 Pontiac LeMans 2-door hard top.

**Bonhams—Collectors' Motor Cars, Motorcycles, and Automobilia**

**Where:** Harrogate, UK  
**When:** November 19  
**More:** www.bonhams.com  
**Last Year:** 57/74 cars sold / \$715k  
 Bonhams returns to the

Yorkshire Event Centre for this annual auction, where last year's final numbers grew to \$715k from the \$665k achieved in 2006. This sale typically sees many usable classics dating from the 1930s and newer cross the block, which makes it a great place to find that next reasonably-priced project or driver.

**Leake—Dallas Fall 2008**

**Where:** Dallas, TX  
**When:** November 21–23  
**More:** www.leakecarauktion.com

This annual Dallas auction is the largest event of its kind in Texas, with over 600 cars expected and two auction rings operating simultaneously. Consignments include a 1963 Austin-Healey 3000 Mk II convertible, a 1956 Ford Thunderbird, a 1940 LaSalle Series 52 5-Passenger coupe, a 1955 Mercury Montclair convertible, and a 1970 Chevrolet Chevelle SS 396.

**McCormick—45th Palm Springs Classic Car Auction**

**Where:** Palm Springs, CA  
**When:** November 21–23

**More:** www.classic-carauktion.com  
**Last Year:** 287/490 cars sold / \$4.9m

Last year's November auction saw the addition of an extra evening of sales to accommodate 500 cars, and this year's event will be no different, with 80 cars crossing the auction block on Friday afternoon. Featured this year is a fully restored 1963 Bentley S3 in left-hand drive that's been in the same ownership for the last 25 years.

**H&H Auctions—The Pavilion Gardens**

**Where:** Buxton, UK  
**When:** November 26  
**More:** www.classic-auctions.com  
**Last Year:** 75/100 cars sold / \$2.6m

November's H&H Buxton event will feature a 1925 Daimler 25hp Landaulette, a 1913 Daimler 40hp Landaulette, a 1901 Decauville 10hp Tonneau, a 1932 Talbot 105 Fox & Nicholl Team Car, a 1958 MG A 1600 Twin Cam roadster, and a 1966 McLaren M3A Formula Libre that's had only one lady owner from new. ♦

## Auction Calendar

All dates listed are current at time of publication. Contact information for most auction companies may be found in the Resource Directory at the back of this issue. Please confirm dates and locations before attending any event.

Email auction info to: jim.pickering@sportscarmarket.com.

**October**

3-4—**CARLISLE**  
Carlisle, PA

3-5—**MECUM**  
St. Charles, IL

4—**BONHAMS & BUTTERFIELDS**  
Brookline, MA

4—**COYS**  
Ascot, UK

4—**POTTS**  
Hampton, GA

8-11—**KRUSE**  
Hershey, PA

10-11—**DAN KRUSE CLASSICS**  
Biloxi, MS

10—**RM**  
Hershey, PA

11—**MIDAMERICA**  
St. Paul, MN

12—**H&H**  
Sparkford, UK

16-18—**BARRETT-JACKSON**  
Las Vegas, NV

17-18—**SILVER**  
Las Vegas, NV

18—**KRUSE**  
Dover, DE

19—**BONHAMS**  
Stafford, UK

19—**SHANNONS**  
Melbourne, AUS

20-21—**BARONS**  
Surrey, UK

22—**BRIGHTWELLS**  
Herefordshire, UK

24-25—**DAN KRUSE CLASSICS**  
Fredericksburg, TX

24-26—**RM**  
Toronto, CAN

25—**BONHAMS & BUTTERFIELDS**  
Los Angeles, CA

25—**COYS**  
Padova, ITA

29—**RM**  
London, UK

31—**BONHAMS**  
London, UK

**November**

2—**ICA**  
Louisville, KY

1—**SILVER**  
Seattle, WA

1—**WORLDWIDE**  
Hilton Head, SC

7-9—**KRUSE**  
Auburn, IN

8-9—**ICA**  
Gilbert, AZ

15—**SILVER**  
Spokane, WA

16—**ARTCURIAL**  
Paris, FRA

16—**BONHAMS & GOODMAN**  
Sydney, AUS

19—**BONHAMS**  
Harrogate, UK

21-23—**LEAKE**  
Dallas, TX

21-23—**MCCORMICK**  
Palm Springs, CA

24—**SHANNONS**  
Melbourne, AUS

26—**H&H**  
Buxton, UK

28-29—**ICA**  
Houston, TX

30—**BONHAMS & GOODMAN**  
Sydney, AUS

**December**

1—**BONHAMS**  
London, UK

5-6—**AUCTIONS AMERICA**  
Raleigh, NC

5-7—**MECUM**  
Kansas City, MO

8-9—**BARONS**  
Surrey, UK

12-13—**SANTIAGO**  
Oklahoma City, OK

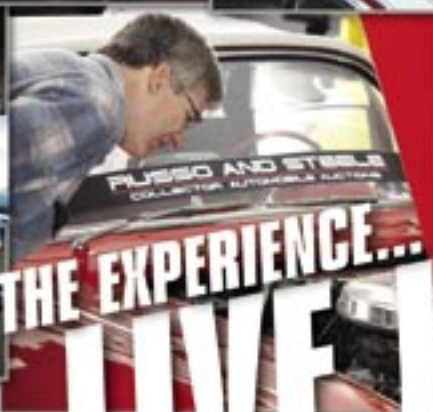
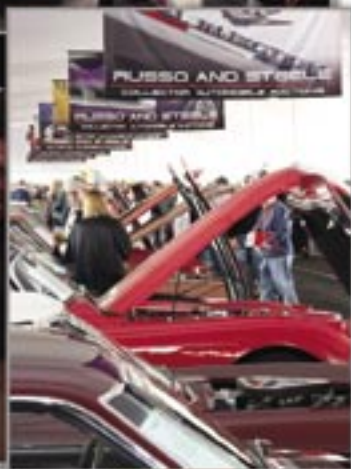
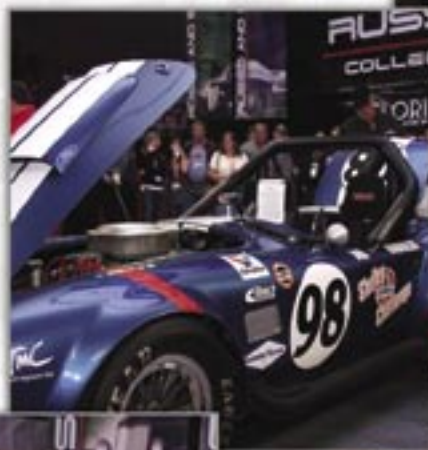
19-20—**KRUSE**  
Las Vegas, NV

20—**BONHAMS**  
Gstaad, CHE

EUROPEAN SPORTS, AMERICAN MUSCLE, HOT RODS AND CUSTOMS

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Hilton Head Concours d'Elegance

**Events**

■ **The London to Brighton Veteran Car Run, the world's biggest race for the world's oldest cars**, returns on November 2. More than 500 cars built pre-1905 will make the historic jaunt from Hyde Park to the sea, a 60-mile trip that could very well take most of the day. Several entries will use steam as their motive force, including an 1896 Salvesen, an 1896 Whitney, and an 1899 Locomobile. [www.lbvcr.com](http://www.lbvcr.com). (UK)

■ **The Hilton Head Island Concours d'Elegance seems to get better each year**, and this year's November 2 event has plenty to offer in the way of automotive nirvana. In addition to the Savannah Historics, the Car Club Jamboree and a Worldwide Group auction, the concours at Honey Horn Plantation will feature over 150 vintage cars from some of the world's best garages. Celebrated vehicles will be Brass Era cars built before 1916, with several examples on display. Special classes will honor the 60th anniversary of Porsche, 100 years of both Morgan and GM, and the 50th anniversary of the Edsel. Finally, vintage motor-

cycles make their debut this year. Concours tickets are \$27, with weekend package prices available. [www.hhiconcours.com](http://www.hhiconcours.com). (SC)

■ Rich and Jean Taylor's Vintage Rallies will host its third event of the year from November 9 to 14. **The Texas 1000 begins in San Antonio and winds its way through the Texas hills**, with 250-mile days scheduled on some of America's best driving roads. Participants can expect

four-star accommodations at places like Horseshoe Bay Resort and Y.O. Ranch. Entry is \$4,995. [www.vintagerallies.com](http://www.vintagerallies.com). (TX)

■ On November 16, **don't miss the Checkered Flag 200 Car Show at the Petersen Automotive Museum**. The Checkered Flag 200 is the exclusive membership group of the Petersen, and it's looking for any car or motorcycle from any year of manufacture to join in the festivities. Food carts, games,



Don't mess with the Texas 1000

raffles, and more will complete the day. [www.checkeredflag200.org](http://www.checkeredflag200.org). (CA)

**Transitions**

■ **Former Formula One World Champion, collector car enthusiast, and automotive writer Phil Hill** passed away on August 28 in Monterey, California, from complications due to Parkinson's Disease. He was 81. He is survived by his wife, Alma, son Derek, daughters Vanessa and Jennifer, and four grandchildren. For more on Hill's life, see p. 30.

■ **Andrea Pininfarina, chairman and CEO of the Italian carrozzeria to bear his surname, died August 7 in a motoring accident**. He was 51. In recent years, Mr. Pininfarina was instrumental not only in furthering his family company's reputation as a leading automobile design house, but also in leading it into other realms of industrial design, including cellular phones, pens, lamps, and the Olympic torch that burned throughout the 2006 Turin games. He leaves behind his father, Sergio, brother Paolo, sister Lorenza, wife Cristina Pellion di Persano, and three children. ♦

**Event Calendar**

- 2 **Hilton Head Island Concours (SC)**  
[www.hhiconcours.com](http://www.hhiconcours.com)
- 2 **Winter Park Concours (FL)**  
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**JOHN APEN** holds degrees in Engineering and Operations Research from the University of California-Berkeley, New York University, and Johns Hopkins. He's always had an affinity for obscure American cars, and in high school, when he should have been into muscle, he instead drove a 1936 Packard rumble-seat roadster, followed by a 1949 Olds Holiday hard-

top that got him through college. Today his garage includes a 1960 Corvette he's owned since day one, a T-Bird, and several vintage Ferraris. He is recently retired from the Manheim Gold Book online price guide and is currently the car manager for AutoTrader Classics. His automotive library contains over 5,000 volumes and 1,400 auction catalogs, and he has contributed to SCM since 1996. On p. 52, he profiles a 1948 Tucker 48 Torpedo, which sold at RM's Monterey auction for \$1m.

**COLIN COMER** has been buying old and interesting cars since he was 13. He later founded Colin's Classic Automobiles, regarded as one of the premier classic car dealerships in the nation. When he's not helping customers with their cars, he's working on his own. He currently vintage races his historic B/Production Shelby GT350 to varying degrees of success, and his expertise and opinion on the collector car market have been featured both in print and on television. He is the author of Million-Dollar Muscle Cars: The Rarest and Most Collectible Cars of the Performance Era, and in his p. 54 "Domestic Affairs," column, he gives us his take on the 2009 Challenger, Chrysler's latest foray into the current muscle era.



**PAUL HARDIMAN** has been tinkering with cars since age eight and has no plans to give it up anytime soon. From 1991 to 2005, he served in the U.K. as deputy editor and auction correspondent for Classic & Sports Car magazine. He now bides his time as a freelance writer and has been

contributing regularly to SCM as a European Auction Analyst for the last year. When he's not writing about old cars he's racing them, chiefly at the wheel of his trusty 1972 Ford Escort, though he's hot-lapped the automotive spectrum in everything from an Austin A35 to a Mercedes-Benz 300SLR. This month he took a break from his auction duties to delve into a 1936 Lagonda LG45R Rapide, which Bonhams & Butterfields recently sold for \$1.4m. The story appears on p. 42.

**JULIUS KRUTA** studied economics in Frankfurt, Germany, and in 1994 started the company EB Club, which specialized in handbuilt Bugatti models. In 1998, Kruta began working for VW following its acquisition of the Bugatti brand as the marque historian and consultant. Having completed a thesis on Bugatti, he worked as a marketing assistant at Bugatti Automobiles S.A.S. and in 2003 became Bugatti's Head of Tradition. He has been a regular judge at Pebble Beach for the last six years and is the author or co-author of several books on the marque, including *The Bugatti Type 57S*, *Bugatti at Pebble Beach*, and *Bugatti eine Renngeschichte von 1920-1939*. This month he analyzes Gooding & Company's \$15.5m Pebble Beach sale of the Williamson Bugatti Collection. You'll find it on p. 34.



# Sports Car Market

**Publisher** Keith Martin

*keith.martin@sportscarmarket.com; 503.261.0555 x 210*

**Art Director** Kirsten Onoday

*kirsten.onoday@sportscarmarket.com; 503.261.0555 x 202*

**Executive Editor** Paul Duchene

*paul.duchene@sportscarmarket.com; 503.261.0555 x 206*

**Managing Editor** Stefan Lombard

*stefan.lombard@sportscarmarket.com; 503.261.0555 x 203*

**Auction Editor** Jim Pickering

*jim.pickering@sportscarmarket.com; 503.261.0555 x 208*

**Copy Editors** Yael Abel, Kristen Hall-Geisler, Bill Neill

**Senior Auction Analysts** B. Mitchell Carlson, Carl Bomstead

**Auction Analysts** John Clucas (Australia), Richard Hudson-Evans (Europe), Daniel Grunwald, Chip Lamb, Norm Mort (Canada), Paul Hardiman (Europe), Jérôme Hardy (Europe), Phil Skinner

**Contributing Editors** Steve Ahlgrim (Ferrari), Gary Anderson (English), Colin Comer (Muscle Cars), John Draneas (Legal), Donald Osborne (Etceterini), Jim Schragger (Porsche), Michael Sheehan (Ferrari), Thor Thorson (Race Cars)

**Contributors** John Apen, Diane Brandon, Marshall Buck, Miles Collier, Kathy Donohue, Martin Emmison, Paul Hardiman, Simon Kidston, Raymond Milo, Rob Sass, Steve Serio

**Internet Director** Adam Wentz

*adam.wentz@sportscarmarket.com; 503.261.0555 x 212*

**Information Technology/Internet** Bryan Wolfe

*bryan.wolfe@sportscarmarket.com; 503.261.0555 x 215*

**Web Intern** Bloor Redding III

**Financial Manager** Nikki Nalum

*nikki.nalum@sportscarmarket.com; 503.261.0555 x 205*

**Strategic Planner** Bill Woodard

**Print Media Director** Wendie Martin

*wendie.martin@sportscarmarket.com; 206.427.1652*

**Executive Producer, SCM Television** Roger Williams

*roger\_williams@earthlink.net*

---

## ADVERTISING

### Advertising Executives

KJ Glennon

*kj.glennon@sportscarmarket.com; 877.219.2605 ext. 222*

John Scharff

*john.scharff@sportscarmarket.com; 314.802.8139*

Cody Wilson

*cody.wilson@sportscarmarket.com; 877.219.2605 ext. 213*

---

## SUBSCRIPTIONS

**Subscriptions Coordinator** Jennifer Davis-Shockley

*jennifer.davis@sportscarmarket.com; 503.261.0555 x 204*

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## CORRESPONDENCE

**Email** [service@sportscarmarket.com](mailto:service@sportscarmarket.com)

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**General** P.O. Box 4797, Portland, OR 97208

**FedEx/DHL/UPS** 401 NE 19th, Suite 100, Portland, OR 97232

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## PLEASE CONTACT

### MILES MORRIS

CONNECTICUT  
TEL: 203 222 3862  
FAX: 203 222 3863  
CELL: 203 722 3333  
E-MAIL: MILES@MORRISANDWELFORD.COM

### MARK DONALDSON

HAMPSHIRE, UK  
TEL: 01252 845818  
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[WWW.MORRISANDWELFORD.COM](http://WWW.MORRISANDWELFORD.COM)

All letters are subject to editing. Please address correspondence to SCM, P.O. Box 4797, Portland, OR 97208.  
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### In Phil's garage

I grew up in Santa Monica, California. Phil Hill lived nine blocks from my house. I knew this very well because I would often ride my bike to see if his garage door was open and if he might be working on one of his Piece-Arrows or if there was something new in his seemingly endless garage. Phil has a place in our high school hall of fame, and I marveled that a race car driver could hold such esteem.

In the late 1970s, Phil was one of many retired race car drivers who had to reinvent himself and build a career to support his family. But to me, he was the guy who actually *did* the things I saw James Garner and Steve McQueen do in the movies. I bought my first car because I wanted to go racing, and Phil was always supportive of my teenaged dreams surrounding cars. He never “mentored” me or spent special time showing me how to fix a car. He was far more comfortable working on a car than talking with me. But whenever I rode by and saw that garage door open, I always knew I could walk in and poke around and bother him with questions while he worked. In time, I guess he figured I wasn't going away so he started sharing his stories. Phil never bragged about his achievements in racing, but once in a while he did talk about what it was like to be *in* a race.

He was, unknown to many, a man of the arts. He saw things differently from most mechanical people, which was one of the reasons he wrote so well. He lived as an artisan, and in many ways he drove like one. Yes, he loved cars, but what he loved more than anything was a sense of creative accomplishment. He loved it in his own modest way, without bravado, without needing to be appreciated, without fanfare (uncommon, especially considering today's sports heroes). He loved to bring a car to Pebble and show it, not for the award, but as a way to complete his experience with it. He was a master at completion, without needs or demands on anyone



“Phil was a master at completion, without needs or demands on anyone but himself—a competitor for the sake of the event, not for the trophy”

but himself—a competitor for the sake of the event, not for the trophy.

As I got older I began to see this in his entire life, his way with his kids, and his approach to his elder years. Phil Hill was a lasting example to me personally and professionally in many ways. He mastered the art of life with grace and dignity, doing what he loved and doing it the only way he knew how—with integrity and with passion. We should all live so well.—**Raffi Minasian, Walnut Creek, CA**

### Big yawn

Was Paul Duchene's “falling asleep at the wheel” (October,

“Our Cars,” p. 54) an actual incident or just a staged event to have his Porsche immortalized as the subject of an upcoming SCM Mystery Photo? In any case, I'm glad he is okay.—**Norman Vogel, San Francisco, CA**  
**Paul Duchene responds: So am I.**

### Historical value add

I recently purchased a 1956 Austin-Healey 100-4 with a documented vintage race history and a unique engine swap. In 1959, the original 4-cylinder was replaced with a 283 Chevy V8, and the car was driven on the street and periodically raced. In the early 1960s, the car became

a dedicated racer, running in local club races and regional SCCA events. At one point (circa 1965), it even received a Paxton supercharger, probably due to the fact that it was running against Allards, E-types, Sting Rays, and Cobras in club races. Twenty years of racing records came with the car, including photos, club newsletters, and the builder's personal logbooks. It's well documented.

My thought is that cars like this represent a tremendous value for what they are, and in certain instances, are eligible to participate in events alongside cars worth much, much more. If I want to vintage race against real Cobras and Allards, this is certainly the cheapest ticket into the show.

I know what a stock Healey 100 sells for, and I know the value of the individual vintage speed parts that were added to the car, but is this truly a case of serendipity? By my estimates, I paid roughly \$4,000 for the “provenance” on top of what the car (which is basically a rolling parts car) is worth. I think that's going to be considered a bargain when the car is finished, and expect that I'll have the proverbial “cheapest house in the best neighborhood.”

My question is regarding the value that the history adds to the car. Documentation makes quality vintage race cars worth more than their street counterparts, and it makes authentic period “hot rods” worth more than similar cars built in later decades. How do you estimate the value that comes from being built in period, or vintage raced, or even owned, driven, or built by a person of significant note? When you look at a car like Old Yaller or Shelby's personal Cobra, or anything ever breathed upon by Steve McQueen, how do you begin to guess what they are worth? Obviously, there are degrees of provenance.

So how do you know what a race history or a vintage engine swap adds to (or subtracts from) a car's value? Have there been any other comparable cars sold recently? What do you see



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as the future for cars in this category? I'll be spending quite a bit of money to get this old racehorse back up to speed, and it would be nice to know that it will be worth more than the sum of its parts.—**Ben Bauman, Maple Park, IL**

**Thor Thorson responds:** Thanks for writing, Ben. This is a complicated issue. To start with, dropping a small-block Chevy into a Healey is a time-honored tradition. They fit right in, make easily twice the horsepower, and properly installed weigh between 50 and 100 lb less than the stock arrangement, so they handle a bit better.

Through the early '60s, a car like this was perfectly legal to run in the SCCA as a "C Modified" big-bore sports racer, running against D-type Jags, Listers, Ferraris, etc. (Allards, too, if there were any still running, but E-types, Sting Rays, and Cobras were Production class and normally would be a different grid). Most vintage clubs (including VSCDA, your local club) allow documented old racers like this to participate in their events, so your entry would probably be acceptable, even welcome in the appropriate grid (check first, though).

But your question has to do with value and investment quality, which to my mind is a bit of a different beast. We need to go back to the "first rule of collecting": "What was valuable and/or special then is valuable and/or special now; what was ordinary then may be interesting now, but ..." Was this car anything special in its day? Why? If it was Steve McQueen's first, furtive, attempt to have a fast racer to drive, you may have something, but that seems unlikely.

The hierarchy of sports car racing goes like this: local club events, SCCA regional, SCCA National, and FIA International, in that order. You say the history is local club and SCCA regional, which is the bottom of the pile. From what you've written, the car was most likely an old Healey that somebody put a V8 in so he could go local racing on the cheap. Not to disparage the car, but it's unlikely that is has ever been anything other than a bottom-dwelling "weapons-



"I first saw this actual car as a pimply youth in 1971 in a car magazine in England. Thirty-seven years later, I am fortunate to have it in my garage"

grade" racer, and to try to assign collector values to it at this point is irrelevant. If you want collector value, turn it back into a 100-4.

If your intent is to have yourself a fun, interesting, and different vintage racer that you can take to various events simply for the joy of doing it, go ahead and spend the money for a correct and sympathetic restoration and race prep. As a "piece o' history," it will likely be welcome (if not particularly competitive) at many events, and you can be its caretaker and teller of stories. Do not, however, even think about getting your money back. You won't. Production-based vintage race cars are tough to sell on the best of days, and modified production racers are almost impossible. Eighty percent of the money spent in vintage racing is poured down a hole, and what little is recovered is from the seriously collectible cars. Yours isn't.

Do it for love and with a smile on your face.

### Make that a 3-liter, please

With reference to Gary Anderson's preference for a 1962 AC Ace with Ford Zephyr engine

(September, "Just What the Doctor Ordered," p. 50), I would like to point out that, at 2,553 cc, it is closer to 2.5 liters than 3 liters, as stated in the article. How do I know? I happen to have such an engine in my 1955 Ford Zephyr, albeit extremely modified. It features the desirable Raymond Mays aluminum head, triple side-draft 40 DCOE Webers, modified cam, lightened flywheel, and six-branch exhaust. It remains as it was modified in the late 1960s.

I first saw this actual car as a pimply youth in 1971 in a car magazine in England. Thirty-seven years later, I am fortunate to have it in my garage. It's 75% of the fun of the Ace, twice the seating capacity, and a tenth of the cost. It's a great hobby, isn't it?—**Gary Kiernan, Cave Creek, AZ**

### Errata

In our October profile of 1955 Jaguar D-type XKD509 (p. 34), the introductory text states "it was supplied new to New York distributor Chuck Hornburg...." Hornburg's location was incorrectly reported. He was the Los Angeles-based Jaguar distributor, and the car was delivered to him there. Max Hoffman was the New York distributor. ♦

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# Neat Stuff

WHAT YOU NEED AND HOW TO GET IT

by Stefan Lombard

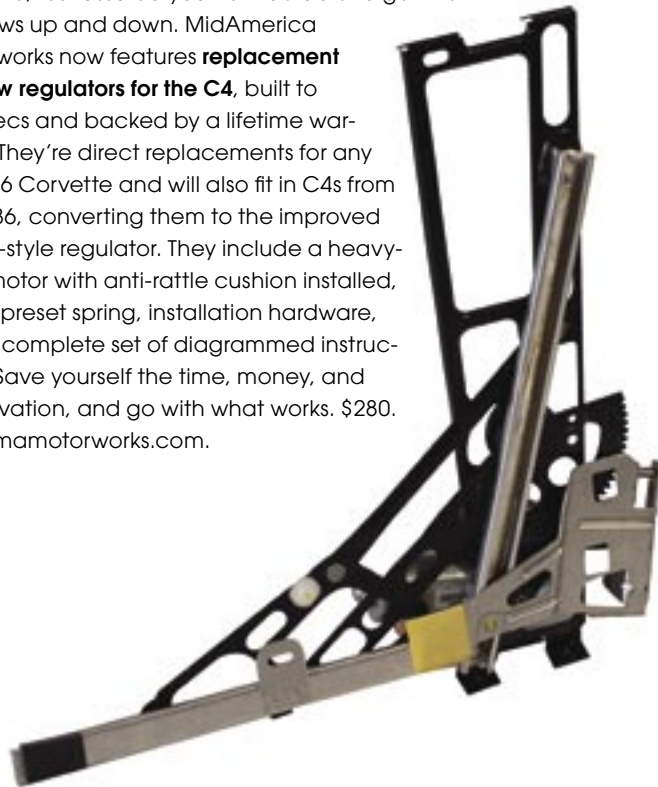


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## Put the window down, please

If electrical or mechanical gremlins have plagued your C4 Corvette, rest assured you'll still be able to get the windows up and down. MidAmerica Motorworks now features **replacement window regulators for the C4**, built to OE specs and backed by a lifetime warranty. They're direct replacements for any 1987-96 Corvette and will also fit in C4s from 1984-86, converting them to the improved scissor-style regulator. They include a heavy-duty motor with anti-rattle cushion installed, sturdy preset spring, installation hardware, and a complete set of diagrammed instructions. Save yourself the time, money, and aggravation, and go with what works. \$280. [www.mamotorworks.com](http://www.mamotorworks.com).



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# Credit-Card Specials in Monterey

The DB7 led directly to the current top-notch Astons, and it's a huge amount of swagger and eyeball for \$50,000

by Rob Sass



TR6—big bang for small bucks



TD—cheap thrills

**F**inding an affordable classic in Monterey seems about as likely as grabbing the “early-bird special” at Alain Ducasse’s newest restaurant. This is after all Monterey, and for five days in August, even the meanest Econo Lodge becomes the \$300/night “Hotel Costa Plenté.”

Nevertheless, there were some interesting \$50,000-and-under cars sold during the weekend and even a few under the \$20,000 mark. These are some of the highlights:

## 1972 Triumph TR6

*Sold at RM for \$19,250, lot 403*

British car values have been relatively stagnant, with Big Healey prices retreating and the best E-types holding steady for several years in the \$125,000–\$140,000 range. The expected rapid run-up of TR6 prices in the wake of the Healey stampede never occurred, nor is it likely to any time in the near future, as the market concentrates on excellent examples of rare cars. With over 90,000 made, the TR6 is anything but rare.

This is all good news for collectors on a budget, and the TR6 represents probably the best bang for the buck in a traditional British sports car. With a smooth straight-6 and abundant torque, plus styling that, if you squint, could be called “sort of cute,” the TR6 is a car that should always appeal to an array of buyers.

This Laurel Green car appeared to be a very well-restored example of an early TR6, which is distinguished by a lack of rubber bumper overrides and a prettier dash. It may have been one of the better buys of the weekend.

## 1953 MG TD

*Sold at Russo and Steele for \$17,050, lot F403*

T-series MGs are really an acquired taste. None of them really had adequate power, and the TD finds itself as kind of the odd one out. Although a vast improvement in the suspension department over the TC, it had lost the delicate good looks of the earlier car. TDs didn’t even come with wire wheels from the factory.

With around 50 hp and minimal weather protection, they’re not good for much more than getting ice cream with one of your kids. TD prices have also been relatively flat, as the people who remember them new are getting on in years. If a prewar-style sports car appeals to you, you’re probably far better off with a prettier and quicker TF 1500 or a Morgan Plus Four, both of which probably have better appreciation potential.

Nevertheless, if no rust or woodwork issues present themselves, this anvil-tough TD should give its new owner years of inexpensive fun and appreciate at the rate of a good certificate of deposit.

## 1986 Renault R5 Turbo 2

*Sold at Bonhams & Butterfields for \$43,875, lot 309*

An interesting oddity, the R5, or Le Car, was a front-engine, front-wheel-drive econobox. The Turbo 2 shared about as much with the Le Car as a NASCAR racer does with a stock Taurus. While it had the same profile as the Le Car, the Turbo 2 was actually a mid-engine Group 4 rally homologation special. Its 160-hp 1,397-cc Cléon turbocharged engine put out nearly twice the horsepower of a 1,300-cc Alfa Giulietta unit. Turbo 2s were often described as grenade-like.

Still, these were cars that rally fans of the 1980s lusted for, and even after the advent of all-wheel-drive cars like the Audi Quattro, the little Renaults were still the fastest thing on tarmac.

At first glance, it appears this blue car was very well sold. The next highest Turbo 2 sale in the SCM Platinum Database is a car that sold on eBay in June 2007 for \$32,600. Still, it’s about a third of what you would expect to pay for an Alpine A110 these days. Just hope you’re not the owner when the motor decides to frag you.

## 1969 Alfa Romeo 1750 GTV

*Sold at Gooding for \$44,000, lot 41*

While lower on the pecking order than Publisher Martin’s beloved step-nose Giulias, the quad-headlamp 1750 GTV is nonetheless admired a bit more than the later



R5 Turbo—tarmac attacker



1750 GTV—big price, finally



DB7—top-down luxury for a song

2000 GTV for its slightly revvier nature and more attractive seats and dash.

All 105-series Alfa coupes have seen significant appreciation in the last several years; after all, they're comfortable, attractive and very usable. At \$44,000, however, this very pretty silver over red car may have set a world record for a production GTV. The next highest public sale was a 2000 GTV that sold on eBay in 2005 for \$33,000.

This was a very nice example in great colors, with copious records and receipts from a well-known marque specialist. It may not have been absolutely fresh (some touched-up chips were obvious), but it's the way you want to buy one to enjoy immediately.

### 1997 Aston Martin DB7 Volante

*Sold at Gooding for \$50,600, lot 60*

Oprah provenance aside, this is just a still-depreciating used car. Supporters will tout it as a vast improvement in engineering and quality control over the bulky Virage; cynics will dismiss it as a very expensive Jaguar XK8.

Wherever you come down, this car led directly to the top-notch wares Aston is now hawking, and it's a huge amount of swagger and eyeball for \$50,000. And there wasn't much of a premium paid here for the celebrity ownership. It will likely cost a fair bit to keep up, and it probably still has a way to go before bottoming out, but the new owner got a very pretty car with an interesting history, the proceeds of which directly benefited a worthwhile charity. The definition of well bought and well sold. ♦



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# Red Mist Leads to Blue Monday

No need to get a second inspection, as the dealer had suggested; the first inspector was a pro and had already found 60-plus defects

**T**he unhappy buyer of a Mercedes 300SL Gullwing recently contacted “Legal Files” with an unfortunate story. A couple years ago, he was having a tough time finding an acceptable Gullwing. He consulted a knowledgeable local dealer, who told him about a Gullwing in another city and introduced him to the owner. The owner described the Gullwing as a high-condition driver that had been repainted by a noted auto restoration shop about two years previously. The asking price was \$350,000, which was market correct at the time.

Our buyer traveled to the other city to inspect the car personally and hired a respected Mercedes expert. The expert generated a detailed list of over 60 deficiencies with the Gullwing. Our buyer asked the owner a number of questions, specifically if the Gullwing had ever been crashed, and the owner told him no. Our buyer stated that he would buy the car only if the owner rectified the long list of problems. When the owner balked at doing that without a higher price, our buyer politely walked away. So far, so good.

## Second chance at a bad deal

Several months later, the dealer told our buyer that he now had the car. The buyer asked if the 60-plus defects had been corrected. The dealer said he didn’t know about that, but that the car looked like a good driver to him. Having no luck finding another Gullwing, our owner decided to take second look.

It was apparent that the defects had not been corrected. The dealer argued they were cosmetic, and that no used car was perfect. Our buyer resisted, and the dealer agreed to talk to the owner about making repairs. Our buyer walked away again. So far, so good.

## The red mist settles in

A few days later, our buyer saw the Gullwing advertised in a national car magazine. He took that to mean the car would be sold soon but didn’t feel bad about it. A few days after that, our buyer saw that a Gullwing had just sold at an Arizona auction for \$642,000.

Immediately, our buyer catapulted into a red mist panic. The Gullwing market was moving fast, this one was going to sell any minute now, and he was never again going to find one he could afford. There was only one possible thing to do—run, don’t walk, down to the dealer, whip out the checkbook, and pay \$350,000 cash money to buy the Gullwing in its “as is” condition. After all, the defects were mainly cosmetic and he could fix them over time. No need to get a second inspection, as the dealer had suggested, because the first inspector was a pro and had already found 60-plus defects. What else could be wrong? And what if someone else wired money while he was taking time getting the car inspected?

## More defects pop up

As soon as the sweat dried, the first thing our buyer



*When they’re good, they’re very good. When they’re not...*

noticed was that the Gullwing had oddly undersized tires. That bugged him, so he replaced them with correct ones. Once he did that, the front end started rubbing. Alarmed, he had the car inspected again, and learned that the car had suffered serious crash damage that had not been properly repaired. The only fix was to take the front end down to bare metal to assess the damage, fix it, and repaint the car. Estimated cost, at least \$50,000, depending upon what popped up.

At that point it became not such a good deal, as well as a potential Legal File. From whom could our buyer get financial help on the repairs?

## Looks like the owner lied

The owner can be held liable if he misrepresented the condition of the Gullwing. Although he didn’t really say very much about the condition of the car, he did specifically say it had not been crashed.

There are two easily predictable potential defenses from the owner. The usual response is that he was unaware of the previous crash damage, and didn’t lie about it. But the undersized tires work against him here, as it seems quite clear that he put those on the car to prevent the rubbing, suggesting that he was aware of the problem.

Further, the restoration shop that painted the car is reputable and could not have done the work without becoming aware of the inadequate crash repair. Their testimony might establish that the owner was also aware of the problem. The other predictable response would be to deny that he ever said anything about the car not having been crashed. But here again, the undersized tires, and hopefully the favorable testimony from the restoration shop, would make it hard for him to get a judge or jury to believe him.

Of course, the owner can also be expected to defend the claim on the basis that the expert’s inspection absolves him of any liability, but that isn’t legally correct. You can’t avoid the consequences of your lies by claiming that someone else should have found out that you were lying.

Still, the buyer is faced with expensive litigation, and without a written contract regarding the purchase of the car, no clear way to recover his legal fees if he wins. And the litigation will likely have to be filed in the state where the owner lives, since that is where the misrepresentations were made. Litigating out of state usually ends up costing more. The \$50,000 damage claim should be big enough to support the anticipated litigation costs, so the situation is not economically hopeless.

## The dealer didn't lie, either

The facts don't suggest a very good legal case against the dealer. The dealer didn't say very much about the car's condition, other than to question the seriousness of the defects the buyer mentioned, none of which indicated the real problems with the car. A dealer does not have any legal duty to inspect the cars he is selling and discover defects.

## What about the inspection?

The owner also has a claim against the expert who inspected the Gullwing, but that isn't all that easy. There was absolutely no hint of any collusion, so the potential legal claim would have to be that the expert was negligent in not discovering the body damage.

Whether or not the expert was negligent in his inspection depends upon what could reasonably be expected of him. If his skills are mechanical only, he might not be expected to discover bad bodywork. If he is an experienced Gullwing restorer, he might be expected to do so. If he was specifically asked to inspect for body condition, he would be expected either to do so or to advise that he was not skilled enough.

To complicate matters, the expert could claim that the buyer was also negligent. After all, some time passed between the inspection and the purchase, which would have warranted a second inspection. A local shop could have inspected the car more thoroughly, and the dealer recommended another inspection, which the buyer declined. But it's hard for the expert to wiggle out on that

basis, as the owner's failure to get a second inspection shouldn't excuse him from having done a poor job the first time.

## Light at the end of the tunnel

Even if our buyer paid too much for this Gullwing and decides he can't economically do anything about it, he may come out fine anyway because of the market. Say he spends another \$50,000 fixing the defects, and say another \$50,000 on the inevitable "while we're at it" improvements. He will still be about \$450,000 into one of the most desirable collector cars on the planet, which is probably now worth considerably more than his investment.

And if he wants to rationalize things even more, he can convince himself that he really was right. The Gullwing market did move quite rapidly, and if he hadn't bought this one, he might have had to pay far more for the next one or else miss his affordability window altogether.

On the other hand, with better research and a little more patience, he might have found the high-condition driver he was looking for at the same price. Or, the market could have stayed flat or dropped, and he would have lost even more. Relying on a rising market to make up for your mistakes is a risky game plan.

None of this serves as a defense on the part of either the owner or the expert, as they can't claim the market erased their liability. Even if the buyer did make a lot of money on the Gullwing, he would have made more if the condition of the car had been as described.

The moral of the story: Don't shortcut due diligence and bet on the market bailing you out of your mistakes. Go back and reread the September "Legal Files" about the ten traps buyers can fall into (online at [www.sportscarmarket.com/tentrap](http://www.sportscarmarket.com/tentrap)), and avoid them all. ♦

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*JOHN DRANEAS is an attorney in Oregon. His comments are general in nature and are not intended to substitute for consultation with an attorney.*

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## The Class of His Class

Phil Hill was fidgety prior to a race and could only speak about his lack of ease. When he sat behind the wheel, he was transformed

by János Wimpffen

**T**he death of Phil Hill has generated more press than the loss of any driver in recent memory. Much has been said about him being the first American world champion. It was a significant accomplishment, but all who knew him understood it was a small part of what made the man great.

Quite apart from the world's formal reaction, nearly every reader of this publication probably feels Hill's passing personally. It's easy to forget that his brilliant racing career occupied less than two decades of his long life. For more than 40 years since his retirement from competition, he remained engaged with those to whom collecting, restoring, and racing are a passion and a profession.

Phil Hill was remarkable in many ways. Students of the sport would first find themselves in awe of his talent, only to be smitten by how easy he was to engage in a conversation. Mario Andretti, Dan Gurney, Stirling Moss, Roger Penske, and Carroll Shelby are among the luminaries mourning his passing, and their common thread has been, "He taught us much of what we know."

Although born in Miami in 1927, Santa Monica became the family's home and he remained in the same house throughout his life. Hill was raised by an aunt, who alternately supported and looked away when, as a 12-year-old, he began to tinker with and clandestinely drive a Model T. He had a brief fling with business studies at USC, but they were boring and he took a mechanic's position with Roger Barlow's dealership in the post-WWII Southern California sports car scene.

### A sense of sympathy with car mechanics

This led to two significant developments. First, he attended a Jaguar maintenance seminar in England, which exposed him to the European sports car environment and furthered a sense of sympathy with car mechanics. Second, he purchased an MG TC in 1947. He turned up at Carrell Speedway on July 24, 1949, and won three events on his racing debut. Hill is distinguished by having won both his first and last competitive races.

He moved up to more formidable machinery in 1950, scoring two victories with a new Jaguar XK 120, including the first of several wins at the Pebble Beach Road Races. One of his favorite victories came there in 1950, in a prewar Alfa Romeo 8C.

A small inheritance allowed him to buy a Ferrari 212, with which he won at Torrey Pines in 1952. His skills were noticed, which led to rides in a Jaguar C-type and another victory in San Diego. Importantly, he established a relationship with Ferrari importer Luigi Chinetti, who supplied a Ferrari 340 for Hill's first foray into continental racing.

From 1953 through 1955, he drove in several dozen races, nearly all in Ferraris. Hill now had a 250 MM but mostly drove others owned by Bill Spear, Bill Devin, Johnny von Neumann, and Allen Guiberson. It was in the latter's 340 MM that he and co-driver Richie Ginther crashed heavily in the wilds of Mexico in 1953. Both walked away, and in an era of routine mortality in racing, Hill never suffered more than a scratch.

But the dangers of the sport took a different toll on him. More than most, Hill would be fidgety prior to a race and when approached could only speak about his lack of ease. Yet when he sat behind the wheel, he was transformed and nearly flawless. Nevertheless, a bout of ulcers encouraged him to take a brief break, and he discovered a new passion as he restored a 1931 Pierce-Arrow that had been in the family since new. It was the first of many Pebble Beach Concours winners with which he was associated.

Phil Hill was a regular winner in the realm of sports car racing both on the West Coast and increasingly around the country and the world. He enjoyed a full season in 1955—finishing second at the Sebring 12 Hours and Carrera Panamericana and winning Pebble Beach and Elkhart Lake, as well as taking the SCCA National Championship. It was also the year of his first Ferrari factory drive, an early retirement at Le Mans in a 121 LM.

### Remembered for four seasons with Ferrari

Hill was a full member of the Ferrari sports car team in 1956 and won his first championship race, the Swedish Grand Prix. The 1958 world sports car championship season saw him win in Argentina, Sebring, and the first of three Le Mans triumphs, with Olivier Gendebien.

The death of Peter Collins opened up a spot on the F1 squad late in 1958, and Hill's abilities shone through at the final round in Morocco, where he was in a secure second place but slowed to let Mike Hawthorn clinch the championship.

Hill is perhaps best remembered for the next four seasons, when he raced full-time for the Ferrari factory both in Grands Prix and the long-distance sports car rounds. He gained ten GP podium finishes, including three victories, culminating with his second Italian Grand Prix title and the 1961 World Championship. But there was no joy in it, as teammate and rival Wolfgang von Trips was killed at the beginning of the race. That, and Ferrari's refusal to supply a car for Hill at the subsequent United States Grand Prix, soured his relationship with *Il Commendatore*.

Although the Sharknose provided three more podium finishes



in 1962, there was growing turmoil at Ferrari, and the front-engine model was clearly becoming obsolete. Indeed, the Italian GP win would be Hill's last in Formula One, but his sports car career was more productive. Phil Hill always waxed more positively about long-distance events, rather than single-seat races. In addition to Le Mans, he scored wins at Sebring, Buenos Aires, and Nürburgring. But an incident at the Targa Florio in 1962 sealed Hill's fate with Ferrari. The throttle jammed on his Dino during practice, and the car tumbled through a field, lost a wheel, and came to rest against a house. Hill, again unhurt, was blamed for the accident and sacked for the event.

Phil Hill joined a number of engineers and mechanics from Ferrari who had walked out in late 1961. He was part of the collaborative effort to establish Automobili Turismo e Sport, the short-lived and unsuccessful ATS Formula One team. He made a comeback of sorts with Coopers in 1964. However, the effort yielded but a single championship point. Hill closed out his F1 career with what was basically a test run in Dan Gurney's Eagle in 1966.

After the ATS distraction, Hill recovered his sports car career in 1964, beginning with a fine win at Daytona in a NART-entered GTO. Then came a series of good finishes in the Shelby team Cobras, as well as some development work with the new Ford GT program. Hill saved the best for last, wrapping up his racing career with ex-

cellent drives in Jim Hall's Chaparrals during 1966 and 1967. He took the 2D to victory at the Nürburgring 1000 Km and also won one of the first rounds of the Can-Am with the 2E. It all ended with victory in the 2F at his last event, the July 30, 1967, Brands Hatch 6 Hours.

Phil Hill may have retired from competitive racing, but not from the automotive hobby. With partner Ken Vaughn, he established the restoration firm Hill & Vaughn. Hill also served as a judge for nearly 40 Pebble Beach Concours, and he was a regular contributor to Road & Track. Along the way he married his longtime sweetheart, Alma, and together they raised three children, including Derek, who is also a racer.

Anyone who met Phil Hill was immediately struck by how full his life was and how his interests encompassed so many fields. He was by far the most refined, cultured, and eclectic American driver, a perfect ambassador on the international scene. ♦



# Meadow Brook Mastery Continues

All who saw the new Alfa Romeo BAT 11 agreed that the story of owner Gary Kaberle, who had purchased BAT 9 as a teenager, was equally compelling

by Donald Osborne



1927 Isotta Fraschini 8A, Best in Show European



BAT 11

The number of concours events on the calendar seems to grow like Topsy—with neither plan, structure, nor direction—and it becomes more difficult for a show to both distinguish itself from the crowd, and prosper.

The number of truly front-rank events continues to be very small. To be considered a member of this elite group you must have at the least an attractive setting, exceptional cars, respected judges and impeccable organization.

The Meadow Brook Concours in Rochester, Michigan, can certainly count itself as one of best. Celebrating its 30th anniversary in August, Meadow Brook continues to grow and develop as a leading concours. Approximately 230 cars and motorcycles were assembled on the spectacular grounds of the Matilda Dodge Wilson estate on a typically warm upper Midwestern summer day, and the quality and range on display were impressive.

From the expected classics through mid-20th century sports cars, from American cars of the 1950s to historic drag racers, there was something for every visitor to appreciate. Not surprisingly, as the show is in Detroit's backyard, the 100th anniversary of GM was featured and included a terrific group of Bill Mitchell concept cars, including the 1959 Corvette Sting Ray Racer, the 1961 Mako Shark, and the 1969 Corvette Manta Ray.

An especially interesting class was that of limited-production and special-bodied cars, where a wild Cadillac-engined prototype, the 1950 Diedt Rochester Special Roadster, was displayed. The amazing Duesenberg Mormon Meteor was also present in the Auburn Cord Duesenberg class.

Another remarkable car was the BAT 11, making its U.S. premiere. All who saw the car agreed it was not only more attractive than it appeared in photographs, but that the story of owner Gary Kaberle, who

commissioned Bertone to build the car to raise funds for cancer research and who had purchased BAT 9 as a teenager, was perhaps equally compelling.

Despite the dire news coming almost daily out of Detroit, Meadow Brook also continues to enjoy major support from GM, whose Vice Chairman Bob Lutz serves as chief judge. In his morning briefing to the judging team, he stressed that the awards at Meadow Brook are solely based on visual excellence. The results certainly reflected that emphasis.

The top winners were the cars of "Jersey boys" with a Hollywood connection. Both Best in Show European, the ex-Rudolf Valentino 1927 Isotta Fraschini 8A of Joseph and Margie Cassini, and the Best of Show America, the ex-Clark Gable 1935 Duesenberg J Roadster owned by Sam and Emily Mann, came from Garden State collections.

The announcing duties at the show were "all SCM, all the time." Returning for his fifth year to Meadow Brook, Publisher Martin moved from morning on-field announcing to the main emcee spot, and I joined the Meadow Brook team for the first time in Martin's old job. It was a pleasure to be a part of the fine event put on by Chairman Larry Smith, Executive Director Matthew de Larcinese, Car Selection Chairman Larry Moss, and their large team, and it is a tribute to their efforts that as the Meadow Brook Concours enters middle age, it retains the energy and focus of vibrant youth. ♦

## Details

**Plan ahead:** August 2, 2009

**Where:** Rochester, MI

**Cost:** \$20 advance online; \$25 at the gate

**More:** [www.meadowbrookconcours.org](http://www.meadowbrookconcours.org)



## SCMers at Meadow Brook

### **Gregory Aarssen—Chatham, Ontario, CAN**

1933 Rolls-Royce Phantom II Continental  
"Newport" by Brewster

### **Paul Andrews—Fort Worth, TX**

1934 Packard Twelve Dietrich

### **H. DeWayne Ashmead—Fruit Heights, UT**

1949 Kurtis

### **Richard Atwell—Fredericksburg, TX**

1931 Marmon V16 LeBaron

### **Stephen Babinsky—Lebanon, NJ**

1925 Packard Merrimac Sport coupe

### **Denis Bigioni—Pickering, Ontario, CAN**

1927 Bugatti Type 39/35B

### **Ed & Carole Blumenthal—Lafayette Hill, PA**

1957 Dual-Ghia D-500 convertible

### **Mike Brady—Rochester, MI**

1933 Rolls-Royce Sportsman coupe

### **Stephen Brauer—St. Louis, MO**

1931 Bentley 8-Liter Corsica tourer

### **Peter Braun & Merry MacBarb—Norwalk, CT**

1962 Austin-Healey 3000 Mk II BJ7

### **Joe & Angela Cantore—Oakbrook, IL**

1955 Mercedes-Benz 300S Cabriolet A

### **Keith E. Crain—Detroit, MI**

1939 Bugatti Type 57C convertible

1921 Ford Model T Paddy Wagon

1923 Harley-Davidson JD

### **Richard M. Donahey—Belleville, MI**

1933 Pierce-Arrow Club coupe

### **David & Stephanie Draper—Charlevoix, MI**

1964 Ferrari 250 GTL Lusso

### **Timothy S. Durham—Indianapolis, IN**

1929 Duesenberg J Dual Cowl Phaeton

### **Ron Elenbass & Bill Johnston—Richland, MI**

1931 Cadillac V16 Sport Phaeton

1940 Cadillac V16 Fleetwood convertible  
coupe

### **Paul Emple—Rancho Santa Fe, CA**

1930 Minerva Vanden Plas 3-position  
cabriolet

### **Gene Epstein—Newtown, PA**

1962 Bentley S2 convertible

### **Tenney Fairchild—Los Angeles, CA**

1964 Pontiac GTO 2-door hard top

### **Dr. Jim Foght—Barrington, IL**

1939 Bugatti Type 57C 3-position DHC by  
Letourneur et Marchand

### **Richard Gent—Moreland Hills, OH**

1961 Maserati 3500

### **Geoff Goldberg—Chicago, IL**

1952 Lancia Aurelia B20

### **Kathryn & Albert Golden—Wyomissing, PA**

1947 Pontiac Streamliner station wagon

### **David Hans—Barrington, IL**

1950 Allard J2 roadster

### **Mark I. Hyman—St. Louis, MO**

1931 Bentley 8-Liter tourer

1931 Bentley 8-Liter

### **Dr. Gary Kaberle—Traverse City, MI**

BAT 11

### **Irwin Kroiz—Ambler, PA**

1969 Chevrolet Camaro ZL1

### **Linda & Richard Kughn—Dearborn, MI**

1934 Pierce-Arrow convertible coupe

1959 Ford Skyliner 51A

### **Fred Leydorf—Birmingham, MI**

1954 Ferrari 375

### **Robert Lutz—Detroit, MI**

1934 Cadillac LaSalle Fisher convertible

### **David MacNeil—Hinsdale, IL**

1967 Ferrari 330 GTS

### **Bruce Male—Swampscott, MA**

1956 Maserati A6G/2000 Zagato

### **Sam & Emily Mann—Englewood, NJ**

1935 Duesenberg J roadster by Bohman &  
Schwartz

### **Jim McDonald—Bloomfield Hills, MI**

1940 Lincoln Continental cabriolet

### **Robert M. Messinger—Grand Rapids, MI**

1946 Cadillac Series 6207 coupe

### **Gary & Sharon Mortimer—Cincinnati, OH**

1957 Chevrolet Corvette convertible

### **Lee Munder—West Palm Beach, FL**

1938 Peugeot Darl'mat roadster

### **Richard & Carol Nash—Frankenmuth, MI**

1966 Shelby GT350 fastback

### **Robert Pass—St. Louis, MO**

1935 Rolls-Royce Phantom II DHC

### **Margie & Robert E. Petersen—Gwynedd**

Valley, PA

1938 Delahaye 135MS by Figoni et Falaschi

### **Christopher Piscitello—Dallas, TX**

1968 Chevrolet Corvette L88

### **Peter K. Pleitner—Ann Arbor, MI**

1962 Maserati 3500 GT Spyder

### **Paul S. Posesorski—Thornhill, Ontario, CAN**

1970 Ferrari 246 Dino GTL

### **Malcolm Pray—Greenwich, CT**

1937 Jaguar SS 100 roadster

### **Ken Roath—Newport Beach, CA**

1965 Ferrari 275 GTB berlinetta

### **Frank A. Rubino—Pinecrest, FL**

1950 Aston Martin DB2 DHC

### **William B. Ruger Jr.—Newport, NH**

1931 Bentley 8-Liter by Lancefield

### **Ray Scherr—Westlake Village, CA**

1958 Ferrari 250 GT TdF

### **Ed & Judy Schoenthaler—Oak Brook, IL**

1933 Packard 8 coupe

### **Steve Schultz—Chicago, IL**

1968 Shelby GT500 KR

### **Marc Spizzirri & Larry Alderson—**

**San Juan Capistrano, CA**

1953 Ferrari 342 America Speciale coupe

### **Richard Stanley—Los Angeles, CA**

1938 Cadillac 60 Special Fisher touring sedan

### **Mike Stowe—Boyer City, MI**

1956 Lincoln Premier convertible

### **Chuck & Carol Swimmer—San Diego, CA**

1931 Bentley 8-Liter Victoria by Murphy

### **Marvin M. Tamaroff—Southfield, MI**

1933 Marmon Sixteen sedan

### **Jack E. Thomas—St. Louis, MO**

1955 Ferrari 375 America Speciale coupe

### **Robert E. Turnquist—Hibernia, NJ**

1928 Packard 443 Sport Phaeton

### **Roger Van Ness—Chesterfield, MO**

1939 Mercedes-Benz 540K cabriolet by Kong

### **Jim Weddle—Webster Groves, MO**

1950 Diedi Rochester Special roadster

### **Roger Willbanks—Denver, CO**

1937 Cadillac Imperial Fleetwood cabriolet

### **Harry Yeaggy—Cincinnati, OH**

1935 Duesenberg SJ "Morman Meteor"

### **Karl F. Zoller III—Gwynedd Valley, PA**

1938 Bentley Derby DHC by HJ Mulliner



## Gooding Steers the Bugatti Ship

The star of the weekend was Peter Williamson's ultra-rare Bugatti Type 57SC Atalante, which sold for a North American auction record of \$7.92 million

by Julius Kruta



1937 Type 57SC Atalante, \$7,920,000

**W**ith so many Bugattis at Monterey auctions this year, it's a good time to look at cars that sold, especially in light of the record \$7.92 million price for Peter Williamson's Type 57SC Atalante at the Gooding auction.

Gooding is on a roll with collections. Williamson's \$15.6 million Bugatti group of twelve follows the sale last year of Richard Solove's nine Rolls-Royce Silver Ghosts (\$12.5 million) and the late Greg Garrison's seven Ferraris (\$6.71 million).

Peter Williamson was an old-school collector. He bought most of his cars in the 1970s and early 1980s and just kept them. He was not only the long-time president of the American Bugatti Club but also a leading Bugatti collector in the U.S. I last visited him in 2003 after the Pebble Beach Concours, where his 57SC Atalante took Best of Show. When I wanted to look for ID numbers on his other cars, he was slightly amused how important that was for me. He owned his cars mostly just to drive them.

None of Williamson's Grand Prix cars had all their original bodywork; they carried either Bunny Phillips GP bodies or at least modified bodies. At the time these cars were restored, a car had to look clean and sober after restoration. Nowadays the restoration trend—especially with Grand Prix cars—is that they look worse after they have acquired a thorough patina.

Until recently, original body panels were replaced, because, as worn-out parts of low build quality, they were difficult to restore. Nowadays, we go to great lengths to preserve the last bit of original paint. Williamson's cars were not like that. They are from another period and today a bit out of fashion.

The cars were neither Pebble Beach Concours cars nor neglected barn finds. They were mostly original, but apart from the 57SC Atalante and the Type 55, nothing was outstandingly desirable.

Let us look at the cars in detail. All were sold without reserve and a part of the proceeds was donated to the Dartmouth-Hitchcock Medical Center and Medical School.

**Lot 25: 1927 Type 35B GP; chassis 4817, engine 194T, ex-chassis 4939, sold at \$1,457,500**

This is what people have in mind when they think Bugatti. A good but not perfect example with a very interesting history (Works drivers Chiron and Divo drove at least this engine or this chassis). The body was only modified, not a Bunny Phillips rebody. This was a strong price, but also a good investment. Where would you find a GP as good as this one elsewhere?

**Lot 26: 1914 Bébé Peugeot; chassis 11290, sold at \$44,000**

A nice example of Ettore Bugatti's first design, of which more were sold (about 3,300) than any other Bugatti. It sold



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### 1951 Ferrari 340 America Berlinetta

#### Coachwork by Touring

Chassis No. 0126/A  
Engine No. 0126/A  
Touring No. 3569

The second of only two Berlinetta's with Touring Supperleggera coachwork.

Highly original, and comes with extensive documentation, receipts, continuous chain of ownership, and history. A veteran and great candidate for the Mille Miglia and the Monterey Historics, this rare big block Ferrari has had little use since a complete engine rebuild by Patrick Ottis in 2005. 0126 /A presents a rare opportunity to own one of the very first of the big block Ferraris.





1927 Type 35B GP, \$1,457,500



1914 Bébè Peugeot, \$44,000



1929 Type 44 Dual Cowl Phaeton, \$264,000



1926/41 Bugatti Type 35/Miller V8, \$522,500

here for less than half the price of the Baby Bugatti for children later that evening. It's a perfectly usable car, though very slow. I'd call it a good buy.

**Lot 27: 1937 Type 57SC Atalante; chassis 57511, sold at \$7,920,000**

The star of the auction—and indeed of the weekend—was this ultra-rare Type 57SC Atalante, which sold to a European buyer. It was both a North American auction record and a record for a 57S. Some 57S Atalantes have been sold privately in the last two years for a lot less, though this was one of the finest examples, with matching numbers. Type 57SCs come on the market very rarely. Huge money, spent in style.

**Lot 28: 1929 Type 44 Dual Cowl Phaeton; chassis 44311, sold at \$264,000**

Non-matching engine from a

later car, but it seemed to be in good fettle. The 44 is the most common 8-cylinder Bugatti (over 1,000 built) and not very sought after. But this had an atypical, attractive body instead of the usual upright sedan coachwork. Bought by a well-known European dealer and priced a bit light. It will certainly reappear on the market.

**Lot 29: 1926/41 Bugatti Type 35/Miller V8; chassis 4748, sold at \$522,500**

A Bugatti Special, which attracted surprisingly little interest, although it was bursting with American racing history. A handsome single seater, it sold way below estimate. Time will tell if it was well bought.

**Lot 30: 1932 Type 55 Roadster; chassis 55201, sold at \$1,760,000**

Considered one of the all-time great sports cars, this one

was discounted by bidders, as the bodywork was not original and it went through a radical 1960s restoration, which harmed its value as much as Williamson's ownership helped it. However, Bonhams sold a Type 55 with an original body (from another car) at the Monaco auction in May for over \$3 million—and to a dealer. Compare it, too, with an Alfa 8C 2.3, of which a far greater number were produced and which trade for \$3m–\$4m today. Only 38 Type 55s were built from 1931 to 1933, and as chassis 55201, this was the first car to leave the factory. The price was light, and it was well bought.

**Lot 31: 1932 Type 46 Saloon; chassis 46533, sold at \$440,000**

With coachwork by Freestone & Webb, this was a sound, handsome example of a Type 46. The 5,359-cc straight-8 is the biggest engine ever put in a Bugatti,

apart from the Royale. Though four-door saloons aren't that desirable, it's a good example for a collector who already has other Bugattis. Sold way below estimate to a discriminating European collector.

**Lot 32: 1939 Type 57C Atalante; chassis 57624, sold at \$880,000**

Illustrating the distinction between "good" and "best," the Williamson Type 57C Atalante coupe—technically almost identical to lot 27 but without the "S" (surbaissé) lowered chassis—sold for virtually one tenth of its sister car. Auctions have been flooded with standard Atalantes recently, but usually the cars are average unblown examples. This was a matching-numbers third series with blower added early by the factory, so it ticks nearly all the boxes with a very good history. I'd say well bought.



1932 Type 55 Roadster, \$1,760,000



1932 Type 46 Saloon, \$440,000



1939 Type 57C Galibier Saloon, \$396,000



1927 Type 38 Roadster, \$198,000

**Lot 33: 1927 Type 38 Roadster; chassis 38485, sold at \$198,000**

Sold way above estimate, though that was moderate. It's actually a mix of Type 30 and 38 parts. Part of the left lower engine arm was broken off (where chassis number should be found). Czech racer Elisabeth Junek's history certainly helped the car, though it carried non-original modified coachwork and an engine number of the first Type 30 stamped on the car for tax reasons in Europe before WWII. Interesting car as a running project, but pricey if it's going to be restored.

**Lot 34: 1939 Type 57C Galibier Saloon; chassis 57806, sold at \$396,000**

Coachwork by Bugatti. A nice, blown example of the not-very-sought-after third series

Galibier coachwork, and one of the last Bugattis built before WWII. Now painted in white, the original color was dark blue with a gray interior. It just made the lower estimate, and like the Type 44, it was bought by a European dealer. It will cost more next time.

**Lot 35: 1925/31 Type 35A/51 GP; chassis 4654, sold at \$907,500**

This is a difficult car to assess. The engine came from a Bugatti Type 55, chassis 55228. Engines of 51s and 55s are nearly identical, but it's not an original Grand Prix Type 51 engine. Further, it was housed in a Type 35A frame, chassis 4654, so technically it is correct to Type 51 specification, but its "polished" Bunny Phillips body makes it purely a bitsa. Sold way below estimate and rightly

so. What puzzled me was that a higher estimate was stated for this car than for the much better Type 35B GP, lot 25. A good buy if you have a Type 55 with no engine...

**Lot 36: 1934 Type 57 Cabriolet; chassis 57169, sold at \$726,000**

Coachwork by James Young. A very nice, early first series example of a Type 57, with an open body and all numbers matching. It sold just above the high estimate and was priced about right. Good-looking non-Bugatti-coachwork convertibles are quite rare.

**Non-Williamson Bugatti**

**Lot 37: 1926 Type 52 Baby; chassis 11, sold at \$110,000**

A desirable short chassis car (we could not find the chassis

number in the usual place) and said to have had two owners from new, including Briggs Cunningham. New paint but wrong tires. For a Baby in this condition, the lower estimate of \$40,000 would have been fine, but at \$110,000, somebody must have been really desperate. This makes the Peugeot B  be a real steal at \$44,000. Way too much money for a half-scale car.

The Williamson Collection presented a fine spectrum for marque collectors. Though a 1931 Type 51 GP failed to sell on Sunday night at \$2.8m, a brand-spanking new 2009 Veyron 16.4 Grand Sport speedster, lot 134, brought an astonishing \$3,190,000. Not quite the same car as its predecessors, but the price suggests Ettore Bugatti's marque has a future as well as a glorious past. ♦



1939 Type 57C Galibier Saloon, \$396,000



1925/31 Type 35A/51 GP, \$907,500



1934 Type 57 Cabriolet, \$726,000



1926 Type 52 Baby, \$110,000

# 1973 Ferrari 365 GTB/4 Spyder

More than a decade after its restoration, this is still a spectacular car, as the generous results of the Monterey auction indicate

by Steve Ahlgrim

Photos: RM Auctions



Chassis number: 17001

**F**errari chose the October 1968 Paris Salon to launch the Daytona. A year later, at the Frankfurt International Auto Show in September 1969, it showed a Spyder version of the car, now unofficially nicknamed Daytona.

The seductive, sporty drop top painted in a unique yellow and black combination was met with critical acclaim. Officially in some Ferrari documentation and literature, the car was referred to as a GTS/4, reflecting its status as a Spyder, though most cars were badged GTB/4.

Ferrari enthusiasts applied the title Daytona to the sleek new front-engined sports car after the Maranello automaker's now-legendary 1-2-3 victory at the 1967 24 Hours of Daytona. The win was so monumental that the marque's diehard enthusiasts felt Ferrari's replacement for the 275 GTB/4 should bear the name Daytona, which had been used internally at Ferrari, to commemorate the victory. Enzo Ferrari insisted, however, that the technical nomenclature be used as the official name.

Ferrari commissioned Pininfarina to design the 365 GTB/4, and panel fabrication was handled by the Modenese firm Scaglietti. Hand-formed and hammer-welded steel was used for every panel other than the lightweight aluminum doors, hood, and trunk lid. The 365 GTB/4 was one of the last hand-assembled, regular production Ferraris, making it a unique masterpiece.

The Daytona quickly became a legend in its own time for a number of reasons. Most notable was the fact that it was the last front-engined Ferrari gran turismo designed before the marque's involvement with Fiat in 1969—an essential date for many followers of Enzo Ferrari.

One of the last genuine Daytona Spydres produced and meticulously restored to show quality, the example presented here is number 106 of 121. The subject of an extensive mid-1990s restoration aimed at concours-level, this Daytona Spyder has been honored at several presti-

gious events by its current owner.

The restoration is holding up wonderfully, with virtually no signs of use inside or out. It registers just over 29,000 miles, only a handful of which were accumulated post-restoration.

The bumper and detail chrome are impeccable, as are the proper five-spoke Cromodora alloy "Daytona" wheels, a unique and original feature given that many Spydres were fitted with Borrani wire wheels. Correct vintage-style Michelin tires are fitted to all four wheels. The proper orange lenses of this late Daytona Spyder flank its retractable head lamps.

Underhood, the 365 GTB/4 appears 100% correct and ready to pass close scrutiny by concours judges. Correct hoses, finishes, stickers, and labels appear throughout, including a 1973 U.S. emission control label, befitting the car's U.S. specification.

This 365 GTB/4 features a correct black top and black leather interior, with immaculate gray carpeting. The interior shows only minute traces of wear on the floor mats. The dashboard is finished in the proper "mousehair," and the seats and all trim appear to be without any flaws. The interior's few chrome pieces are without pitting or nicks, as is the silvery finish surrounding the gauges.

Included in the sale of the Spyder is a folio documenting the extensive restoration process through invoices and photographs. At the time of catalog production, this Ferrari 365 GTB/4 had been submitted to the Classiche certification process; this important piece of documentation will be available onsite for those interested parties and included in the sale of the car.

**SCM Analysis**

*This car sold for \$1,485,000 at RM's Sports & Classics of Monterey auction on August 16, 2008.*

*The late Dean Batchelor, automotive historian and*

**Details**

Years produced: 1972-73  
 Number produced: 121  
 Original list price: \$25,000 approx.  
 SCM Valuation: \$1,000,000-\$1,300,000  
 Tune-up cost: \$3,500  
 Distributor caps (2): \$625  
 Chassis #: On frame, above right front spring mount  
 Engine #: Below head on rear left block  
 Club: Ferrari Club of America  
 PO Box 720597  
 Atlanta, GA 30358  
 More: [www.ferrariclubofamerica.org](http://www.ferrariclubofamerica.org)  
 Alternatives: 1969-72 Maserati Ghibli Spyder,  
 1957-63 Mercedes-Benz 300SL Roadster,  
 1958-63 Aston Martin DB4 convertible  
 SCM Investment Grade: A

**Comps**



1971 Ferrari 365 GTS/4 Daytona Spyder  
 Lot# 311, s/n 14415  
 Condition 1-  
 Sold at \$1,489,469  
 RM, Maranello, ITA, 5/18/2008  
 SCM# 116370



1971 Ferrari 365 GTS/4 Daytona Spyder  
 Lot# 40, s/n 14779  
 Condition 2+  
 Sold at \$1,290,000  
 Gooding, Scottsdale, AZ, 1/19/2008  
 SCM# 48785



1971 Ferrari 365 GTS/4 Daytona Spyder  
 Lot# 20, s/n 17073  
 Condition 1  
 Sold at \$2,035,000  
 Gooding, Pebble Beach, CA, 8/18/2007  
 SCM# 46550

author, once wrote, "When the Daytona first came out, Ferrari enthusiasts and the motoring press seemed divided about its appearance. Ten years later those who liked it love it, and those who didn't like it, do so now." I think that statement can be taken a step further by adding that many enthusiasts who are just lukewarm to the Daytona coupe love the Daytona Spyder, and those who love the coupe can be pushed over the edge by the Spyder.

There are passionate collectors, and there are over-the-top collectors. In 1994, our subject car landed in the Dani Investment Collection. The Dani Collection's claim to fame was a passion for Daytona Spyderys, with the cash to back it up. At one time, the collection owned five, count 'em—1, 2, 3, 4, 5—real Ferrari Daytona Spyderys. Two of the five became part of Ferrari history.

Spyder #14699 was chosen to be restored as the best Daytona Spyder in the world. Truly a bespoke creation for its owner, plating, paint, and trim were all targeted for improvement over Maranello's vision. The vinyl trim was replaced with leather and even the smallest details were painstakingly attended to. It's rumored that days of work went into finishing just the insides of the bumpers. Unfortunately, Ferrari enthusiasts frown on reinterpretation of what the factory produced, and there are few ribbons to reward the restoration effort.

### Restored only to Ferrari show standards

It's no fun to build a show car and not bring home the hardware, so the Dani Collection decided to restore our subject car, chassis #17001, to Ferrari show standards. The restoration team of Mike Regalia and Don Rudd was chosen for their restoration and show experience, as well as their attention to detail. This time the goal was to keep the car authentic rather than to make it better. They were rewarded with many show awards. Now, more than a decade later, it is still a spectacular car, as the generous results of this auction indicate.

Earlier this year I ran across an old friend who indicated an interest in selling his



Daytona Spyder. I made a few calls and quickly found out that a buyer could have a Spyder in his choice of colors, as at least six were actively on the market. There's a thin market for million-dollar cars, and six for sale was probably more than the market would bear.

This year at Monterey there were four Daytona Spyderys at the auctions. RM had two, Gooding had one, and Russo and Steele had one. Four was probably three too many for the weekend. The Russo car was a "no sale," the Gooding car sold at just over \$1 million, and RM hammered its other Spyder sold at just over \$1.1 million—both cars selling for under auction estimate. Our subject car cashed in at nearly \$1.5 million, about mid point of the auction estimate and nearly \$200,000 ahead of SCM's price guide. The strong showing proves once again that there is always someone out there for the best example. I'd call this one well sold. ♦

(Introductory description courtesy of RM Auctions.)



# Highs and Whys in Monterey

Prices of desirable Ferraris are well past their 1989 peaks, but a record number of high-end cars were on offer in Monterey



*400 SA—\$1.65m now, will it hit \$2m next year?*

**T**he 2008 Monterey auctions brought together the largest collection of high-dollar collector cars ever offered anywhere on one weekend. Four of the auction houses featured multiple top-level GT Ferraris, with seven 275 GTBs, four Daytona Spydres, three Lussos, and almost four dozen more Ferraris crossing the block over three days.

The auction houses know what is currently “hot” on the market, and so all four worked hard to fill their auctions with those models, the GT Ferraris. Of the 58 Ferraris on offer, 56 were street cars, with only 166 MM s/n 0066M and 500 TRC s/n 0670 MDTR as the token even-numbered race cars on offer. 166MM s/n 0066M sold, 500 TRC s/n 0670 MDTR did not.

The weekend’s total was \$139 million in sales, and it was obvious that just as Monterey had the largest number of high-end Ferraris ever on offer, Monterey also had the distinction of having the largest single number of Ferrari buyers in one place, at one time.

## Too many cars, too little time

There were record prices, with steel-bodied 250 SWB s/n 3087 selling for \$4.5 million, the 98.5-Pebble Beach-point-scoring 400 Superamerica, s/n 2841, selling

for \$1.65 million, and a platinum-level 275 GTB/4, s/n 10253, selling for \$1,925,000. However, the majority of Ferraris sold at market correct prices while cars with stories, such as 375 America s/n 0315 SA, with a 330 2+2 engine, ran out of bidders at \$500,000, just short of the \$550,000–\$700,000 estimated price.

This is indeed a wild ride for the American economy and by default, the world’s economy, because of the quadruple shock of the housing market collapse and the resultant subprime crisis as home values plummeted. Both these events led to punches three and four, a credit crunch and skyrocketing oil, food, and commodity prices. Through all of this doom and gloom, Ferrari prices have risen to all-time highs, with the more desirable models now well past the 1989 peaks. But all markets are fluid, and so there were a record number of high-end Ferraris on offer at Monterey because of multiple factors in play.

## Many reasons to sell now

We are going through a double-generational shift, as those collectors who fought in WWII, Korea, or the early stages of the Vietnam war—the fathers or older brothers of the Baby Boomers—make estate plans before moving on to that great concourse in the sky, and their cars are coming up for sale. Joining that group are the younger but ready-to-retire Boomers, many of whom have owned Ferraris for decades and are eager to sell at all-time high prices.

Another factor all too clear to those who follow the financial markets is that the euro has been on a steady climb, starting with a low of €0.80 to the dollar in October 2002 and peaking at a high of €1.60 to the dollar in April of this year. Europe is now sinking into its own recession. Markets inevitably go too high and then overcorrect to





275 GTB/4, \$1m in March, \$2m today

the other extreme, and so many people believe that the falling euro and the rising dollar will slow the European-buying Ferrari market and will drive European buyers into hibernation now that their 50% off sale (in dollar vs. euro terms) is over.

Adding to the drive to sell, many Ferrari owners are Republicans, and should presidential candidate Barack Obama win, he has made it clear that he will raise taxes across the board. The fear of a deepening recession driven by higher taxes and more government spending has some long-term owners running for the exits, wary of a sinking market and substantially higher capital gains on their collectibles. Their mantra is to sell now while capital gains taxes are low.

Whether it is a fear of a growing worldwide recession, low housing and high oil and commodity prices, a desire to take money off the table, WWII vets and aging Baby Boomers making retirement plans, fear of a falling euro, an Obama presidency, or myriad other reasons, our phone calls and emails are way up as more buyers are ready to sell. Needless to say, a deepening recession and more cars coming to market can only lead to lower prices.

### Ferrari market, like muscle, will correct

Today the Ferrari market is where the muscle car market was at Barrett-Jackson two years ago. That market had risen to all-time highs, while the deepening housing crunch was driving blue collar muscle car owners to sell. The market had to correct and it did so in the last two years. While the muscle car market has been in a steady decline, it certainly has not been a crash, and the best of the best continue to sell well, although not at 2006 peak prices.

In the same way, the Ferrari market will correct, with the best cars still selling, although at steady rather than record prices. If not, a steel-bodied 250 SWB would have to bring \$5.5 million, a great 4-cam \$2.5 million, and a 400 Superamerica north of \$2 million at next year's Monterey auctions for the market to continue its relentless climb. In my opinion, the economy cannot sustain more growth.

As the pool of buyers dwindles and only the strongest remain, they will pursue the greatest coachbuilt and GT cars—the 410, 400, Superfast, the 275 and 330 GTS, and the 275 GTB—which will still sell easily. Middle-of-the-road cars will sell, but at a discount, while bitsa cars or cars with stories now sell at a steep discount.

Taking emotion out of the equation, Ferraris are not cars, but commodities, and their value is a reflection of the ever-changing economic world in which they change hands. As with all markets, it's simply a case of supply versus demand. Right now, the supply is ramping up and demand is winding down. ♦

## All Ferraris Sold in Monterey

Rank	Sold Price	Model	Auction & Lot
1	\$4,510,000	1961 250 GT SWB Berlinetta	RM, #447
2	\$3,630,000	1959 250 GT LWB California Spyder	G&C, #133
3	\$2,200,000	1950 166 MM Berlinetta Le Mans	G&C, #42
4	\$1,925,000	1967 275 GTB/4 Berlinetta	RM, #434
5	\$1,650,000	1961 400 Superamerica Coupe Aerodinamica	RM, #452
6	\$1,485,000	1973 365 GTB/4 Daytona Spyder	RM, #435
7	\$1,430,000	1967 275 GTB/4	G&C, #56
8	\$1,375,000	1967 275 GTB/4 Berlinetta	RM, #466
9	\$1,375,000	1965 275 GTB Alloy Long-Nose	G&C, #119
10	\$1,265,000	1969 365 GTS Convertible	G&C, #8
11	\$1,127,500	1972 365 GTB/4 Daytona Spyder	RM, #467
12	\$1,023,000	1971 365 GTS/4 Daytona Spyder	G&C, #162
13	\$1,012,000	1965 275 GTB/6C Berlinetta	RM, #430
14	\$770,000	1964 250 GTL Lusso Berlinetta	RM, #440
15	\$753,500	1990 F40 Coupe	RM, #446
16	\$742,500	1953 212 Inter Coupe	RM, #456
17	\$715,000	1956 Europa GT	G&C, #48
18	\$671,000	1968 330 GTS Convertible	G&C, #130
19	\$627,000	1963 250 GTL Lusso	G&C, #106
20	\$390,500	1972 365 GTB/4 Daytona Coupe	R&S, #S646
21	\$368,500	1973 365 GTB/4 Daytona Spyder Conversion	R&S, #S656
22	\$363,000	1972 365 GTB/4 Daytona Coupe	G&C, #1
23	\$324,500	1969 365 GTC	RM, #448
24	\$214,500	1963 250 GT California Spyder Replica	RM, #265
25	\$189,750	1958 250 GT Coupe	RM, #487
26	\$181,500	1967 330 GTC	R&S, #S642
27	\$163,900	1984 512 BBi Coupe	R&S, #S664
28	\$162,250	1969 365 GT 2+2 Coupe	R&S, #S666
29	\$156,750	1972 365 GTC/4	RM, #408
30	\$154,000	1973 246 Dino GT	RM, #427
31	\$150,000	1963 250 GTE Coupe	G&C, #58
32	\$143,000	1970 246 Dino GT	RM, #413
33	\$137,500	1990 308 GTB/Huffaker IMSA GTU Racing Car	RM, #247
34	\$118,250	1972 246 Dino GT	RM, #246
35	\$112,200	1967 330 GT Coupe	R&S, #F454
36	\$101,200	1970 366 GT 2+2 Coupe	R&S, #S630
37	\$99,000	1965 330 GT 2+2	RM, #409
38	\$82,500	1991 348 tb Berlinetta	G&C, #159
39	\$79,200	1987 Testarossa Coupe	R&S, #F461
40	\$70,400	1995 F355 Spider	R&S, #F467
41	\$59,400	1987 328 GTS Targa	R&S, #S673
42	\$55,000	1985 400 GTi	G&C, #69

# 1936 Lagonda LG45R Rapide

It always used to come to us in November, to be readied for the Mille Miglia, and it's a gutsy car that hasn't been tarted up for Pebble Beach

by Paul Hardiman



Photos: Bonhams & Butterfields

Chassis number: 12111

Lagonda introduced the 4½-liter M45 at the 1933 London Motor Show. With its overhead-valve 6-cylinder Meadows engine, here was a Lagonda sports car capable of genuinely high performance, even by today's standards.

For 1935, two additional models were introduced—the 4½-liter Rapide and the 3½-liter—both on the same shorter, lighter chassis. But in these post-Depression years, even victory in the 1935 24 Hours of Le Mans came too late to save the company from collapse. It looked as if Lagonda was about to be absorbed by Rolls-Royce, but it was instead rescued by entrepreneur Alan Good, who appointed W.O. Bentley as chief designer.

W.O. took Lagonda into the luxury car market in 1936 with the new LG45. It featured longer springs and Luvax dampers, and Bentley improved the engine, his modifications emerging in the “Sanction III” power units introduced at the 1936 London Motor Show.

Competition variants of the LG45 were tailor-made at Staines Bridge for the Lagonda company's quasi-Works racing team, Fox & Nicholl Limited. Arthur Fox and Bob Nicholl were Lagonda specialists, whose business had been preparing and racing Lagonda cars since 1927.

For 1936, four cars were built for Fox & Nicholl—two four-seaters, bodied to comply with Le Mans regulations, and two two-seaters. Registered “EPE 97,” this car made its racing debut—apparently painted French Blue instead of Fox & Nicholl's normal racing red—in the experienced hands of Algerian-born French driver Marcel Lehoux in the sports car Grand Prix de l'A.C.F. at Montlhéry, France, on June 28, 1936. While sister car

“HLL 534” won its class in what appears to have been its only race, Lehoux retired.

This car next appeared finished in Fox & Nicholl's usual dark red in the RAC Tourist Trophy race over the Ards road circuit outside Belfast, Ulster, in August 1936, driven by the Honorable Brian Lewis. It was running a strong second after two hours before sliding off the road. Lewis recovered to run third behind Eddie Hall's famous Derby Bentley but began losing oil and nursed the car home to 14th at an average speed of 76 mph.

Fox & Nicholl retained EPE 97 for 1937, and in June it was at Le Mans, co-driven by Charles Brackenbury and by Fox & Nicholl's 1935 Le Mans-winning star, Hawker Aircraft test pilot-cum-racing driver John Hindmarsh. It retired at 10 pm on Saturday evening.

That year's RAC Tourist Trophy race was run at Donington Park, and EPE 97 reappeared, co-driven by Brackenbury and C.E.C. “Charlie” Martin, who crashed it at Melbourne Hairpin when a front stub axle broke.

In 1952, EPE 97 was acquired by VSCC stalwart Joe Goodhew, who lowered the body ten inches and fitted an ENV preselector gearbox. He and Bob Freeman-Wright—managing director of Kodak—drove the old car in the inaugural Goodwood 9 Hours. Despite being 16 years old, the Lagonda finished 14th among the 18 finishers and averaged 72 mph, against the victorious Works C-type Jaguar's 81 mph.

Colonel L.S. Michael then acquired EPE 97 and constantly developed the car through a busy club racing program until 1960. He achieved an astonishing 120 placings, including victory in the VSCC Pomeroy Trophy event in 1959.

## Details

Years produced: 1936–37  
 Number produced: 25  
 Original list price: £1,050 (\$5,250)  
 SCM Valuation: \$1,000,000–\$1,500,000  
 Tune-up cost: \$1,000  
 Distributor caps: Uses twin magnetos  
 Chassis #: Brass plate on bulkhead; rear of right spring shackle  
 Engine #: Right front of crankcase on engine mount  
 Club: Lagonda Club  
 Wintney House, London Road  
 Hartley Wintney  
 Hants RG27 8RN  
 England  
 More: [www.lagonda-club.com](http://www.lagonda-club.com)  
 Alternatives: 1928–34 Invicta 4½-Liter,  
 1926–30 Bentley 4½-Liter,  
 1928–32 Mercedes SSK  
 SCM Investment Grade: A

## Comps



1930 Invicta S-type 4½-Liter Low Chassis  
 Lot# 539, s/n S24  
 Condition 3  
 Sold at \$834,805  
 Bonhams, Goodwood, UK, 7/11/2008  
 SCM# 44717



1931 Invicta S-type 4½-Liter Low Chassis  
 Lot # 143, s/n S40  
 Condition 2+  
 Sold at \$472,590  
 Bonhams, Goodwood, UK, 9/3/2004  
 SCM# 35040



1936 Lagonda LG45 Rapide  
 Lot# 103, s/n 12141/R  
 Condition 1  
 Sold at \$362,200  
 Bonhams, Goodwood, UK, 9/6/2002  
 SCM# 30866

This versatile Post-Vintage Thoroughbred (PVT) then lay fallow until 1974, when it was acquired by David Dunn, who rebuilt it to its original Fox & Nicholl specification. Both engine and gearbox were rebuilt and the car was bought at auction in 1987 by entrepreneur Terry Cohn.

Over the next decade, it continued to race, either with Cohn at the wheel or ace driver Martin Stretton. It was one of Cohn's most prized cars until his untimely death, at which point it was acquired from his estate by its current custodian.

EPE 97 is not only eligible for many of the world's most prestigious events, but actually competed in them. The car was one of the earliest cars (36th) to be granted an FIA Heritage certificate, which it holds in addition to FIVA and FIA certificates.

**SCM Analysis** This car sold for \$1,382,000 at the Bonhams & Butterfields Quail Lodge sale on August 15, 2008, in Carmel Valley, California.

This is a splendid example of an important car. It certainly has unbroken history, though the body was remade in the 1970s. When David Dunn got EPE 97, it was still fitted with the lowered body chopped in the '50s, and he rebuilt it to original Fox & Nicholl dimensions. Both engine and gearbox were rebuilt during this extensive restoration.

### Prepared for hard road and race driving

When Terry Cohn bought the car, mindful of the wealth of events for which it was eligible, he commissioned Coldwell Engineering to thoroughly overhaul EPE again to prepare it for "hard road and race driving." At this point, a contemporary engine was acquired and built to race specification, and what may well have been the original was crated and is retained with the car.

Latterly, Cedar Classics, the acknowledged leader in Meadows-engined cars, has looked after the car, and recently retired boss Derek Green confirms that it has a new engine block but that it wears the original matching-numbers crankcase and cylinder head. With a new crank and flywheel and big carburetors, it now makes about 200 hp, against the original 130 hp or so.

Though it has been impeccably maintained over recent years, the car has a nicely aged appearance. New leather seats were made, as the originals were deteriorating too badly, but these were removed and sent to a leather conservation expert and come with the car.

"I used to push [previous owner] Richard Lisman not to restore it," Green said in

an interview. "But it's had the wings off and straightened and the tail redone and painted—just small bits to keep it up. It's now looking well worn.

"It always used to come to us about November, to be readied for the Mille Miglia, and I always look forward to seeing it. It's a wonderful car to drive, and gutsy—a lovely, proper car that hasn't been started up for Pebble Beach."

### Loved, cared for, and not messed with

In the last few years before his death, Terry Cohn concentrated on racing his Alfa Monza, and the Lagonda was often handled by his future son-in-law, Martin Stretton, and his daughter Amanda.

It wasn't included in Brooks's sale of the Cohn Collection at his home in Churt, Surrey, in 2002, where eleven of eleven lots sold, but was acquired separately by an American collector and has resided in the U.S. since, with annual visits to Europe for the Mille Miglia.

This remains an enormously charismatic PVT British racer that's been loved, looked after properly, and not messed about, so that all of its history remains intact. Not all of the body and paint is original, but show me another 72-year-old racer that hasn't gone through a few parts and panels.

The last LG45R to sell at auction fetched \$362,200 in 2002, with no race history, and perhaps the nearest racing equivalent, the older Mercedes SSK, is in the \$8 million bracket. As a near-unrepeatable exercise, this honest old warrior has to be considered well bought. Let's hope its new owner continues to use it as it has been for the past seven decades. ♦

(Introductory text courtesy of Bonhams & Butterfields.)



## Everyman Goes Racing

With Ferraris, Porsches, and Alfas around me as the flag dropped, I was living the dream I'd had as far back as I can remember



Photo by Kyle Burt

*Anderson unwinds through the Corkscrew*

If you walked the paddock at Mazda Raceway Laguna Seca during the 35th Annual Monterey Rolex Historic Automobile Races on August 16–17, you might have thought vintage racing was entirely the province of wealthy enthusiasts—especially the three featured classes.

On your left you would have seen big rigs anchoring canopies over lines of Can-Am cars—ground-pounding McLaren and Lola V8s built and raced with virtually no limits on aerodynamics or engine size, until the first energy crisis in 1974. Tucked under those same canopies were neat tables covered with white cloths, at which participants and friends relaxed between races, while being served by uniformed caterers.

On your right was a marvelous display of equally noisy Trans Am cars—Mustangs, Camaros, Challengers, 'Cudas, and Javelins, raced to promote sales in the muscle car heyday of the late 1960s—artfully arranged

around small tables with parasols shading their owners and friends from the sun.

Along the two front rows nearest the track, over 100 Formula Junior race cars were neatly lined up in front of their transporters. Lotuses, Coopers, Brabhams, and Lolas were shipped in from all over the world to celebrate the 50th anniversary of these minimal single-seat race cars, the entry point for so many open-wheel drivers from 1958 to 1962.

### **Black and white photos from the old days**

It's a challenging proposition to buy, maintain, and race one of the complicated cars from these three feature classes, and the person who can afford to participate at this level is also going to expect the very best in service and accommodations.

But what about black-and-white album photos from the old days, with drivers towing or driving their sports cars to weekend races, doing their own wrenching with the help of family or friends, and camping out on the hillsides above Laguna Seca?

As a participant in the Historics, I can tell you that those days are still relived by many of us driving the more than 400 cars in this year's races. The total budget for me and the three buddies who helped me with maintenance and moral support was actually about the same as our entry fee.

We towed my 1959 MG A to the track in a single-car trailer behind my sport-ute and set up our canopies and folding chairs next to the trailer. Instead of staying in a chichi hotel in Monterey, we made camp with Sergio's RV and a tent in the same campsite that Tracy has been reserving for five years, above Turn 6, looking across the valley to Salinas.

Sure, the nearest hot running water was a few hundred yards down the hill at the campground showers, but considering the time the hotel folk wasted in traffic each day, I'd say we were ahead of the game.

No caterers for us, though Sergio's wife and children had prepared salads, vegetables, tortillas, refried beans, and sliced marinated beef for our dinners, to which I added some pork tenderloin for grilling and sandwich fixings from the nearest market.

And instead of champagne and chardonnay, we assembled obscure beers to enjoy under the full moon above the campsite after our days of walking the paddock and racing the car. When we tired of the campfire made from used construction wood Brian had brought from home, we even had outdoor movies to remind us of the old drive-ins. A neighboring campsite had set up a big projection screen so we campers could watch Steve McQueen in "Le Mans" on Friday night.

### Rubbing shoulders with our heroes

Regardless of the differences in accommodations and catering, however, our experiences in the paddock and on the track were the same as every other vintage racer and crew member. At the opening paddock party for participants on Thursday, we were all able to rub shoulders with heroes like Derek Bell and Danny Sullivan, and rising stars like Timo Glock, who would drive spec-prepared Scions in the Toyota Race of Legends on Saturday.

During the weekend, we watched from the hot pits as the Alfa Romeo 8C 2900 Phil Hill drove to victory in the 1951 Pebble Beach Road Races was driven on ceremonial laps, and we stood *this close* to F1 World Champion Mario Andretti as he climbed into the Lotus 79 John Player Special—the very car he drove to six victories in 1978—to

take some awe-inspiring fast laps of the track.

Lifetime racers live for such moments, though less dedicated fans probably enjoyed seeing Patrick Dempsey of "Gray's Anatomy" being driven around the track by David Swig in his prewar Chrysler. For a racer, there's no comparison. I grew up watching the careers of people like Hill, Andretti, Bell, and Sullivan, and to be driving on the same track was a thrill beyond compare.

I was able to stand on that same hot grid in my own driving suit, climb into my car, cinch the straps tight, and be waved on to the track by grid stewards to line up with Ferraris, Porsches, Thunderbirds, and Alfa Giuliettas as the green flag dropped. I was living the dream I'd had as far back as I can remember.

This was my fourth Historics since buying the MG A in 2001, but only the first that passed without car problems. Replacing the body two years ago, the transmission last year, and the engine over this past winter were the keys—the steering wheel, driver's seat, and differential are the only parts left from the car I bought seven years ago. This year I broke my previous best lap time on eight of the ten laps of my race while starting and finishing in the top half of the grid.

At the end of my race on Sunday, all I could say was that I had the best weekend of my life. Who cares about race budgets, hotel rooms, or catering menus at a time like that? With friends around the campfire and on the track, under circumstances imagined in my junior high days when I drew race cars on my looseleaf binder, my weekend was, as the ad says, priceless. ♦

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# 1939 Talbot-Lago T150C SS Aerocoupe

Three primary factors led to this impressive sales price; good unrestored condition, an exciting competition history, and immaculate provenance

by Miles Collier



Chassis number: 90120  
Engine number: 17318C

There were four Talbot-Lago T150C SSs made with Pourtout Aerocoupe bodies. Two are in private collections, and there are shadowy rumors of another in pieces, although no one has seen so much as a picture. The last is offered here, with exceptional provenance. Begun as war clouds gathered in 1939, it was not seen complete until the late 1940s.

It was built to plans drawn by legendary designer Georges Paulin, and assembled by one of France's premier coachbuilders. After the war, the Talbot was owned by a wealthy gentleman driver who drove it to many victories on the road courses of France. It remains in original condition, showing the makeshift field modifications that racing sometimes demands.

By the early 1930s, Anthony Lago had negotiated the rights to the Wilson preselector gearbox, a breakthrough invention that allowed one to select a gear with a lever in advance of its need—the gear would not engage until the clutch was operated.

In the course of trying to find a factory in France in 1933, Lago entered into discussions with Sunbeam-Talbot-Darracq. Lago made a deal with the British parent whereby he would be paid a salary to turn the French side of the company around and share in any profits.

After staving off bankruptcy, it all came right in 1937, with a new, lightweight T150C. The lightweight and the preceding 4-liter racked up successes at Marseilles, where they finished 1-2-3-5, Tunisia, Montlhéry (1-2-3) and the British Tourist Trophy.

In the midst of this, Tony Lago introduced his masterpiece in August at the Paris-Nice Criterium de Tourisme. It was a touring version of the open T150C that he had been racing. Designated the T150C SS, it had a 4-liter, 6-cylinder overhead-valve engine with

triple Zenith-Stromberg carburetors. Output was 140 horsepower, allowing the car to cruise the poplar-lined autoroutes at nearly 100 mph.

The body was a stunning coupe by Paris coachbuilder Figoni et Falaschi, nicknamed the Goutte d'Eau. The literal translation is drop of water, but in English, the design is usually referred to as a teardrop.

Less than 30 T150C SSs were made, and today they are in the car collector's pantheon. The majority were bodied by Figoni et Falaschi, but a series of four Pourtout Aerocoups was also completed.

The car offered here, Talbot-Lago T150C SS 90120, was owned by the wealthy amateur sportsman Pierre Boncompagni, who used the *nom de course*, "Pagnibon." In 1950 and 1951, racing the Talbot under the flag of Ecurie Nice, he won overall or in his class at such evocative venues as Nice, Orléans, the Circuit de Bressuire, Agen, and the Mount Ventoux Hillclimb, a 13-mile uphill dash. After adding his pages to Talbot's racing history, Boncompagni died behind the wheel of a Ferrari at a race in Hyères in 1953.

## SCM Analysis

*This car sold for \$4,847,000 at the Bonhams & Butterfields Quail Lodge sale in Carmel Valley, California, on August 15, 2008.*

*The growing awareness of the importance and charm of untouched cars has resulted in the acquisition of unrestored cars by more and more sophisticated collectors. Indeed, I believe it is fair to say that this Talbot will be joining a wonderful collection of cars as that collector's first unrestored vehicle.*

*As such, it took a bit of study and commitment to make that first plunge. Not everyone wants the concatenation of patina and constraints attendant to owning*

## Details

Years produced: 1937–39  
Number produced: 4  
Original list price: \$5,500 (chassis only); add \$2,000–\$3,000 for body  
SCM Valuation: \$3,000,000–\$5,000,000  
Tune-up cost: \$400–\$600  
Distributor cap: \$250–\$300  
Chassis #: Plate on passenger side firewall; chassis stamping may be obscured by bodywork  
Engine #: Near right rear engine mount  
Club: Vintage European Automobiles  
CP 212, succ B  
Montreal, Quebec, H3B 3J7  
Canada

More: [www.vea.qc.ca](http://www.vea.qc.ca)

Alternatives: 1936–38 Bugatti T57S Atalante, 1935–39 Delahaye 135MS, 1949–53 Alfa Romeo 6C 2500 Villa d'Este coupe

SCM Investment Grade: A

## Comps



1938 Talbot-Lago T150C SS  
Lot# 523, s/n 90109  
Condition 2-  
Not sold at \$2,800,000  
B&B, Carmel, CA, 8/18/2006  
SCM# 42649



1938 Talbot-Lago T150C SS  
Lot# 29, s/n 90117  
Condition 1-  
Sold at \$3,905,000  
Gooding, Palm Beach, FL, 1/22/2006  
SCM# 40544



1938 Talbot-Lago T150C SS  
Lot# 251, s/n 90034  
Condition 3  
Sold at \$3,685,000  
RM, Monterey, CA, 8/19/2005  
SCM# 39199

such a car. And make no mistake; unrestored cars are very different in the benefits they offer, as well as the restrictions their fragile originality demands.

### Unrestored cars present complex issues

First, these objects present much more complex issues to their owners with respect to conservation and the level of intervention that is appropriate when compared to the “tear it apart and make it perfect” ideology that so many complete restorations involve. Further, while unrestored cars can be restored to good, usable operating condition without visible intervention, they can’t be used with the confident abandon that a complete remanufacture confers.

All decisions regarding care for the “original” car are complex, subtle, and, given the newness of the field, rather fraught with opportunities to do real harm to the car, to one’s pocket book, and to history. Conserving an unrestored car is an art best mastered through lots of experience; unrestored cars aren’t for everyone.

There are three primary factors that led to this impressive sales price—good unrestored condition, an exciting competition car identity, and immaculate provenance. As far as condition goes, the new buyer really has something to work with here. Unlike some other unrestored cars, this car is in fine, unmolested condition, given its age and history.

While minor bits of bright trim, some interior pieces and other non-critical components are missing, the car is essentially complete. Further, its condition leads me to think that the vehicle can be brought back to a highly attractive appearance through careful and diligent cleaning, corrosion inhibition, and judicious in-painting with reversible materials, much as museums restore paintings or other works of art.

### Reversible finishes allow in-painting

Indeed, our shop here in Florida has begun experimenting with reversible automotive finishes with highly satisfactory results. This material allows areas to be in-painted rather than wholly refinished with destructive permanent techniques, and further, to be refinished with materials that, should the decision be made to return the car to untouched condition, can just be washed off, leaving every bit of its original condition intact.

Additionally, missing minor components can be recreated, “softened” to blend with the car as a whole and thereby restore a complete look. It is all to the good that this car sat through the war years and was then vigorously raced, as the original look of the car

in period would already have been somewhat used and patinated, as careful analysis of the period photographs show.

The car’s competition history demands a rougher look than would a swoopy Figoni Goutte d’Eau Talbot boulevardier. I am always struck by the visual dissonance over-restored competition cars create with their fussy, too refined finishes of what, in the day, was an entirely disposable competition weapon that had only a small chance of finishing the season intact.

While M. Boncompagni campaigned his car largely in regional races within France, it comes to us with excellent history from the underappreciated postwar years, when motorsport was being revived. Its physical evidence, the provenance impounded in its very fabric, speaks to us of the drama of racing, showing as it does “makeshift field modifications that racing sometimes demands.” These often hasty and crude modifications become a palimpsest of the car’s history and speak eloquently of its reality in ways that are irredeemably erased once the restorer is put to work.

Finally, the car’s provenance is immaculate, without holes in its chronology. And this car proclaims its authenticity with every blemish and ding; as the catalog entry says, “There are crudely welded metal pieces... leading the historian to discern that at one point... the car overheated.” Once subject to detailed examination and sympathetic rehabilitation, who knows what secrets will emerge? And there you have the romance of a great unrestored automobile, the ability to commune with the past. To be for a moment back in 1950, with the smell of hot oil and the tick of cooling metal.... Fairly bought. ♦

(Introductory description courtesy of Bonhams & Butterfields.)



Photos: Bonhams & Butterfields

# 1966 Bizzarrini Strada 5300 GT Coupe

The Strada had dramatic looks, a competition pedigree, and abundant power, and it was not finicky to run

by Donald Osborne



Photos: Russo and Steele

Chassis number: 1A30256

**G**iotto Bizzarrini was hired by Enzo Ferrari in 1957 for his test-driving and engineering skills. In the midst of developing the 250 GTO, however, Bizzarrini left the company in the infamous “palace revolt” of 1961.

Together, the defectors formed ATS to rival Ferrari in both sports car and single-seater racing, but Bizzarrini quickly left the new concern. He then worked as a consultant for Count Volpi, for whom he created the “Breadvan” Ferrari, and for Ferruccio Lamborghini, for whom he designed the V12 engine that would power Lamborghini sports cars for decades to come.

In 1962, Bizzarrini teamed up with Renzo Rivolta, and his first job was to help develop a chassis for the Iso Rivolta 2+2 coupe. He was then commissioned to turn the Iso Grifo two-seater into a race-winning machine. He conceived the exceptionally low A3/C that was an Iso Grifo in name only. Both cars shared a shortened Rivolta platform chassis, the double wishbone front suspension, and the DeDion axle. Comparing the finished products, it was hard to imagine both cars shared the same underpinnings.

In 1965, the relationship between the two men quickly deteriorated. While Rivolta wanted the Grifo put into series production, Bizzarrini thought the car required further development. Eventually all ties were severed. Bizzarrini was now fully independent and while Iso continued to deliver parts, he was not allowed to use the Grifo name. From then on the cars were marketed as the Bizzarrini 5300 GT. The racing cars received the “Corsa” moniker and the road cars were badged “Strada.” Not much later, the Strada was joined by the “America” model, which sported a fiberglass body and a double wishbone rear suspension.

Production of the 5300 GT lasted until 1968, and a combined total of 115 examples were produced. The company’s racing efforts were focused on the mid-engined

538 from 1966 onwards. There was no replacement for the 5300 GT, and in 1972 Bizzarrini was forced to close his factory. He returned to his consulting and has since only produced a number of one-off prototypes.

The 1967 Bizzarrini Strada 5300 coupe offered here is a stunning restoration inside and out. Finished in silver with a black suede interior, this 5300 Strada represents the ultimate in period Italian automotive styling, with the bulletproof reliability and proven performance of the Chevrolet small-block. Inside the low-slung doors, the interior is finished in fine black suede, cloth, and carpet set off only by a few instruments and a beautiful wood steering wheel.

## SCM Analysis

*This car sold for \$572,000 at Russo and Steele’s auction in Monterey, California, on August 16, 2008.*

*Giotto Bizzarrini is an automotive engineer and designer with a talent as great in his field as that of the renaissance painter from whom his first name was taken. From his years with Alfa Romeo, through Ferrari, ATS, Lamborghini, and Iso, he either was responsible for or collaborated on some of the most memorable cars, engines, and chassis built in Italy in the 1950s and ‘60s.*

*The Giulietta, Ferrari Testa Rossa, 250 GT SWB, GTO, and the Lamborghini V12, which launched the brand, all felt his creative genius. He still works today in his design consultancy business at 82 years old.*

*It’s also clear that he was not suited to work well with others, as shown by a resume which saw him leave jobs often and quickly. However, we can certainly be thankful for the personality trait that caused the problems, as it allowed him to spread his gift in many places.*

*From early on, Bizzarrini was most interested in creating cars for competition. Since Ferrari was a closed door, ATS stumbled and failed, and Ferruccio Lamborghini was famously opposed to racing, Bizzarrini*

## Details

Years produced: 1965–68  
 Number produced: 120 approx.  
 Original list price: \$10,500 (America GT)  
 SCM Valuation: \$400,000–\$550,000  
 Tune-up cost: \$375  
 Distributor caps: \$12.99  
 Chassis #: Stamped pad on right front inside shock tower  
 Engine #: Pad forward of right side head  
 Club: Iso Bizzarrini Club  
 More: [www.isobizzarriniownersclub.com](http://www.isobizzarriniownersclub.com)  
 Alternatives: 1965–74 Iso Grifo GL,  
 1969 Corvette 427,  
 1964–69 Ford GT40 Mk III  
 SCM Investment Grade: B

## Comps



1965 Bizzarrini Strada GT America  
 Lot# 252, s/n BA40102  
 Condition 2+  
 Sold at \$512,944  
 RM, London, UK, 10/31/2007  
 SCM# 48039



1966 Bizzarrini Strada GT  
 Lot# 262, s/n 1A30247  
 Condition 1  
 Sold at \$533,542  
 RM, London, UK, 10/31/2007  
 SCM# 48046



1968 Bizzarrini Strada GT  
 Lot# 067, s/n 1A303  
 Condition 2  
 Sold at \$269,500  
 Worldwide, Seabrook, TX, 5/6/2006  
 SCM# 41544



must have been quite pleased that he would have the opportunity with Iso to create both the road-going GT and the racing version he had longed for.

The very capable chassis he designed for the Iso Rivolta GT and adapted for the Grifo sports car proved to be the perfect base for a racer. The story does get a bit complex at this point, with seemingly inevitable personality conflicts coming into play. The initial A3/C competition version of the Grifo was launched as an Iso and achieved its first GT class win, 14th overall, at Le Mans in 1964, so badged. When it returned to finish 9th overall and claim its second class win, the entry read as "Iso Prototipo Bizzarrini Iso Grifo A3/C-Chevrolet." Shortly thereafter, Bizzarrini was able to take his marbles and leave, building and selling his car as the Bizzarrini GT Strada 5300.

### Bizzarrini far more aggressive than the Grifo

While it's easy to think the Strada 5300 is identical in appearance to the Grifo, in reality the overall shape is the same, but many details differ, with the Bizzarrini a bit rounder and much more aggressive in aspect. The Corvette 327, while sharing the same four-barrel Holley carb and 365-hp rating with the Grifo, is tuned to give additional torque, and the competition option brought four Webers and 400 hp to the party.

The Strada 5300 was aimed at a clientele who wanted dramatic looks, a car with a competition pedigree and abundant power that was not difficult or finicky to run. The 1960s were a golden era for American-powered European GT cars, and the Bizzarrini seemed to have it all. Unfortunately, very few were made, as Bizzarrini had a small factory in which to assemble them and an



owner who was not really interested in production cars. Production was meager and petered out after three years, with no real replacement for the model.

The car sold at the Russo and Steele auction appeared to be a very high-level restoration in attractive colors. The history was well known in club circles, with one very long-term owner in its provenance.

The Bizzarrini is a very usable car for rallies and track days, where the bulletproof Detroit engine will have you sailing past your fellow participants who are nursing yet another potentially expensive problem with their exotic multi-cam engines.

For the concours circuit, it's also a guaranteed entry, thanks to the rarity of the cars and the importance of the builder; events that might think twice about an Iso will almost certainly take a Bizzarrini. Of course, there's also a downside to owning a car like an Italian-American hybrid that has to be explained—and this is doubly so here, as many of the people who will believe they recognize it will think it's an Iso Grifo and then another explanation is required.

Regardless, the market has come to realize how good the best of these Italo-American hybrids can be, and for my money, this is arguably the best of them all to have. It's a Giugiaro design, has Le Mans success, rarity, and it bears the name of the man responsible for some of the most memorable cars ever conceived. The price paid seems just right, if not a bit low for all the Strada 5300 has to offer. ♦

(Introductory description courtesy of Russo and Steele.)

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# The Tao of Steve's Turbo Carrera

Stories abound that McQueen did everything he could to use the car as it was intended, and in that way, I imagine he had great fun with it

Photos: Gooding & Company



Chassis number: 93006800408  
Engine number: 6860413

In 1976, Porsche unveiled what was to be the first production 911 Turbo, known internally as a 930 and externally as the Turbo Carrera. Their success in recent racing had been achieved with turbocharged engines, and for the first time, Porsche applied this racing technology to a production road car.

When introduced, the Turbo Carrera garnered much attention, not only for its thrilling performance but also for its avant-garde styling, which included wide fender flares and a distinctive rear spoiler.

This example of a 1976 Turbo Carrera is unusual, being one of only 530 originally imported to the U.S. that year. However, this one has the more important distinction of being specially ordered and originally owned by film star Steve McQueen. By that time, the King of Cool had already owned, driven, and raced several Porsches, including a 356 Speedster, a 917, and several 911s. His affinity for the German marque was well known. McQueen ordered his Turbo in Slate Gray, the color of the early 911S he drove on location and on screen during the filming of "Le Mans."

McQueen's son Chad recalls his father's time with the Turbo, saying fondly, "That car really hauled." A family friend, Dean Martin Jr., was equally enthralled by the 930 and continually pursued McQueen to sell him the car, which he did in 1978, to Martin and his fiancée, Dorothy Hamill.

This important Porsche was featured in the November 2007 Porsche Panorama and in the recent book *McQueen's Machines* by Matt Stone, in which

Chad McQueen tells the story of his father coming home from a trip a day early and catching him driving the Turbo. While Steve wasn't too upset by his son practicing his shifting techniques down the neighborhood streets, he nonetheless sent Chad to his room to think about his actions behind the wheel of a car capable of staggering performance, a true supercar.

A full restoration was completed in 1995, and McQueen's Turbo remains in outstanding mechanical and cosmetic condition. The car is equipped with its original engine, limited-slip differential, the original 15-inch Fuchs alloy wheels, and period-correct tires, as well as a sunroof. McQueen also fitted a switch on the dashboard that disabled the tail and brake lights so as to reduce the chance of detection by police.

Steve McQueen is widely regarded as an important automotive enthusiast and race car driver who used his on-screen talent to support racing ambitions. This 1976 Porsche 930 affords the rare opportunity to acquire an important piece of McQueen and Porsche history.

### SCM Analysis

*This unusual 930 Turbo sold for \$137,500 at the Gooding & Company auction in Pebble Beach, California, on August 16, 2008. I judge this staggering sum to be market correct or perhaps a modest bargain, having little to do with the fact it is a Turbo and everything to do with its documented previous owner.*

*Steve McQueen was every man's car hero, and the cars he owned and drove hold a unique spot in the*

### Details

Years produced: 1976–89 (original body style)  
Number produced: 23,217 (Coupes, Targas and Cabrios)  
Original list price: \$24,500 (1976)  
SCM Valuation (without McQueen factor): \$18,000–\$23,000  
Tune-up cost: \$700  
Distributor cap: \$35  
Chassis #: Horizontal bulkhead under front hood  
Engine #: Stamped into block near right side of cooling fan  
Club: Porsche Club of America  
5530 Edgemont Dr.  
Alexandria, VA 22310  
More: [www.pca.org](http://www.pca.org)  
Alternatives: 1991–92 BMW 850i, 1974–88 Lamborghini Countach, 1980–95 Lotus Esprit Turbo  
SCM Investment Grade: All 911 Turbos, C, this car, A

### Comps



1979 Porsche 930 Turbo  
Lot# 220, s/n 9309800608  
Condition 2  
Sold at \$40,700  
RM, Amelia Island, FL, 3/8/3008  
SCM# 115962



1989 Porsche 930 Turbo  
Lot# 1580.1 s/n WPOEBD93KS070531  
Condition 1  
Sold at \$55,000  
Barrett-Jackson, Scottsdale, AZ, 1/12/2008  
SCM# 48811



1977 Porsche 930 Turbo  
Lot# 661, s/n 93007800361  
Condition 2+  
Sold at \$33,000  
Barrett-Jackson, Scottsdale, AZ, 1/12/2008  
SCM# 48952

aspirational dreams of all Porsche enthusiasts. It makes perfect sense that after McQueen's Slate Gray 2.2-liter 911S—at the time, the top of Porsche's production car line-up and in many ways the most "sporting" of all the early 911S road cars because of its high-rpm power band—he would order the new "911S," because to Porsche folks, there were no "true 911S" cars produced for the U.S. after 1973, due to the difficulties posed by emissions controls.

But in 1976, in the midst of a major oil crisis, Porsche went forward and launched their attempt at a better 911S—as defined by the explosion of high rpm power—with the Turbo. It was an audacious car, and unlike earlier S models, it used an engine different in size from other 1976 911 models. It also had very clear changes to the body to accompany the ferocious power. How fitting that a sincere enthusiast would purchase this model the first time it was available in the U.S. as a smog-certified road car.

### High speeds on open roads

Turbos were always intended for very high-speed motoring on open roads, so they are frustrating to drive for most law-abiding enthusiasts. Stories abound how McQueen did everything he could to use the car as it was intended, and in that way, I'd imagine he had great fun with it. For the rest of us driving Turbos on the street, it's hard to feel like you are using much of the car's tremendous capabilities.

The price achieved here was influenced in a very significant way by the car's provenance. When McQueen's Ferrari Lusso sold, it brought about four times what an average Lusso would sell for. The same ratio is true here, so for now, that's what the "cool" factor costs.

It seems a very big spread, from an "ordinary" Turbo Carrera to McQueen's car, but the reason why I call this one well bought is that ordinary Turbo Carreras haven't



been appreciating quickly like 356s and early 911 cars (1965–73) of all types. Perhaps the Turbos are a bit too new; perhaps there are too many available. But if Turbos do have room to run up the price scale, this car at this price may look like a savvy buy one of these days.

And in the meantime, you have Steve McQueen's one and only personal Turbo Carrera, and that's a ticket that will get you into car events at almost every level—from the Indiana State Fair to the next Porsche Parade. ♦

(Introductory text courtesy of Gooding & Company.)



# 1948 Tucker 48 Torpedo Sedan

This price can be explained by the “ABC” factor—Aging Billionaire Collector. Such buyers can’t wait another 20 years, so they pay whatever it costs

by John Apen



Photos: RM Auctions

Chassis number: 1038

**P**reston Tucker’s promise of “the first completely new car in 50 years” struck a chord in the hearts of the public in 1948 and again with the release of Francis Ford Coppola’s 1988 movie.

Although his company produced just 51 cars, Tucker’s legacy is much larger. Tucker was close to the innovative Harry Miller, so while the Big Three were face-lifting prewar models in 1946, Preston Tucker produced an entirely new car.

Tucker acquired the enormous Dodge aircraft engine plant in Chicago, built two full-size clay mockups and selected the best features from each one. A metal prototype, affectionately dubbed the Tin Goose, was unveiled on June 19, 1947.

Tucker’s own 589-ci flat-6 engine proved noisy, underpowered, and required multiple batteries to start, so his engineers adapted the 335-ci Franklin helicopter engine. Their water-cooled version produced 166 hp and delivered 372 ft-lb of torque, while weighing a mere 322 pounds.

Tucker had the lightest engine on the market, producing one horsepower for every two pounds of weight, yet despite value engineering, the aircraft-quality unit was expensive. The average price of the 91 engines delivered through August 1948 was \$1,481, while the projected base retail price for the whole car was only \$2,450.

By spring, Tucker 48s began rolling off the assembly line. An automatic transmission was not ready, so transmissions were taken from used Cords and rebuilt. Gears were preselected with a miniature gated lever mounted

on the steering column and then engaged by depressing the clutch pedal. The planned disc brakes became Bendix drums, but nonetheless, reviews from automobile magazines praised the car.

Then the Securities and Exchange Commission accused Tucker of mail fraud, and the company’s stock fell overnight. Preston Tucker operated with a skeleton crew until March 1949, when the corporation’s assets were seized. Although he was ultimately acquitted, the damage was irreversible.

According to historical records, s/n 1038 was completed on October 25, 1948, finished in Moss Green. The car was in inventory without a transmission when the company entered receivership. At some point, a correctly modified Cord transmission was installed.

By 1971, s/n 1038 was in the hands of Bill Goodwin of Indiana, who had the car restored by Tucker expert Bill Hamlin in Canada. In January 1974, William E. Beard, of Albany, Georgia, purchased it at auction. In February 1989, the car was sold to an owner, who began a second restoration in early 1997. He exhibited it at a Southern California concours in 2005 and the 3,017-mile car collected a Best of Show award.

The engine was dynamometer-tested at 154.9 hp. At the same time, the Cord electric preselector transmission was restored, including its vacuum/electric shift mechanism. The car was sold by RM at its Monterey auction in 2006 for a then-record price of \$577,500. It was featured at the Tucker Club of America Convention in June 2008, and there is a YouTube video of the car being driven.

## Details

Year produced: 1948  
 Number produced: 51 (47 survive)  
 Original list price: \$2,450 (projected)  
 SCM Valuation: \$650,000–\$850,000  
 Tune-up cost: \$2,500  
 Distributor cap: \$225  
 Chassis #: Data plate on firewall  
 Engine #: Front of bell housing, stamped on top of block  
 Club: Tucker Auto Club of America  
 More: [www.tuckerclub.org](http://www.tuckerclub.org)  
 Alternatives: 1932 Buccioli TAV 12, 1933 Pierce-Arrow Silver Arrow, 1938 Phantom Corsair  
 SCM Investment Grade: A

## Comps



1948 Tucker 48 Torpedo Sedan  
 Lot# 637, s/n 1029  
 Condition 3  
 Sold at \$461,500  
 B&B, Brookline, MA, 4/30/2005  
 SCM# 38001



1948 Tucker 48 Torpedo Sedan  
 Lot# 267, s/n 1007  
 Condition 1  
 Sold at \$334,800  
 Barrett-Jackson, Los Angeles, CA, 6/16/2002  
 SCM# 28549



1948 Tucker 48 Torpedo Sedan  
 Lot# 458, s/n 1038  
 Condition 2  
 Sold at \$577,500  
 RM, Monterey, CA, 8/18/2006  
 SCM# 42738

Number 1038 included both the factory AM radio and a set of new-old-stock luggage. Cosmetically, the car is nearly new, with excellent paintwork and panel fit and superior brightwork. The underbody is clean and detailed. The correct tan interior is near new.

One of only 51 built and the realization of one man's dream to revolutionize the automotive industry, there is perhaps no better example of the marque.

**SCM Analysis** *This restored, low-mileage Tucker sedan sold for \$1,017,500 at RM's Sports & Classics of Monterey sale on August 16, 2008. It's a record price for a Tucker and well over the pre-auction estimate of \$500k–\$600. This is very well sold if recent history is a guide. It had sold previously at RM's Monterey auction in 2006, with about 20 fewer miles, for a little over half the price paid here. In 1992, it sold at Kruse's Auburn sale for \$450,000, a record price at that time. Its low mileage has always commanded a premium.*

*Now that the Tucker has broken the magic million-dollar barrier, is this a bubble or a realistic price for a unique car? One of the underbidders justified the price as reasonable: "I think it's important to note that 1038 was a 3,000-mile original car with hundreds of thousands in restoration. I did a comprehensive inspection in, under, and outside of 1038. That was truly a 100-point concours car that would take \$200,000 to \$300,000 to replicate."*

*In April 2005, Bonhams sold Tucker #1029 for \$461,500, rated at condition #3. At its Phoenix auction in 2004, RM knocked down #1043 for \$495,000. RM had restored it to better than new in 2003, and the car had won multiple awards. It was purportedly sold later for \$700,000 to the Chandler, Arizona, collector who had paid \$4.2m for the GM Futurliner at Barrett-Jackson in 2006. In September 2005, #1003, formerly owned by filmmaker George Lucas, was sold after restoration for \$385,000.*

### Tucker sales got a boost from the 1988 movie

*Tucker sales in the 1990s tended to be in the \$250,000–\$350,000 range, with lower prices for incomplete or modified cars. This was a large increase over prices in the 1970s and '80s and can be traced to the successful 1988 film "Tucker, The Man and His Dream."*

*So this million-dollar price for #1038 establishes a new plateau. Anyone who followed the recent Monterey auctions can cite record prices for rare and unusual cars. A large part of this phenomenon is caused by the rising affluence of the top 1% of the world's population and a new market effect, which I call the "ABC" factor—Aging Billionaire Collector.*

*This comes into play when there is little market activity for a very desirable, rare car. If you have the money, the desire to own one, and are of an age where perhaps you can't wait another 20 years, the paddle stays up until you win, despite the fact that you pay twice the high auction estimate.*

*Tuckers surely fall into this category of rare and rarely marketed cars. Forty-seven of the 51 Tucker automobiles are still in existence today, but how many are likely to come to market in the next ten years?*

*Every important museum or collection in the country has a Tucker, and there*



*aren't any late-1940s cars that are satisfactory substitutes. So the Smithsonian, Ford, Petersen, Nethercutt, LeMay, and even the Toyota museum in Japan all have their Tuckers.*

### About 20 Tuckers represent the market

*The Tuckers in museums and important private collections that are unlikely to come on the market anytime soon numbers approximately 25. Factor in the car missing its original chassis, the car in Brazil not likely to be exported, and we end up with about 20 cars in private hands that could come to market through estate planning, death, or divorce.*

*A review of sales over the past decade shows approximately 17 cars sold, so it appears that while the cars are rare, the frequency of transactions is high enough. Some other aspect of rarity may be important: The six original colors of all Tuckers are known, and there are only six Moss Green ones left in private hands. Beige is the rarest color, with two, while three original black cars have survived outside of museums. Seven of the 13 maroon cars may still be available, while seven of twelve of the popular Waltz Blue cars could come on the market.*

*Overall, while only 20 Tuckers remain in private hands, it could be postulated that about half of them are likely to come to market in the next decade. So perhaps our hypothetical "ABC" client shouldn't have been quite so desperate. On the other hand, there was a bidder just behind him, so he wasn't alone in his valuation of this car.*

*In my opinion, this million-dollar Tucker forecasts where the market is going for truly exceptional examples. In the end, this particular car wasn't sold for too much, it was just bought a little early in the valuation curve. ♦*

*(Introductory description courtesy of RM Auctions.)*



# Back to the Future—and Step on It

The Challenger is a surprisingly solid car, far better than the class-leading Mustang. And yes, it will do a smokey burnout

by Colin Comer

**C**hrysler's latest entrant into the "retro-muscle" wars, the new Dodge Challenger, has been burning up Internet car chat forums and magazine covers since its introduction. It's a car I've wanted to beat the tar out of, but I hadn't found a willing owner until the last week of July in New York City, when I was invited to the 2009 Dodge Challenger Media First Drive.

For the most part, I like the retro-muscle movement, but I feel something gets lost in translation. These new muscle cars really aren't muscle cars in a traditional sense. They are safe, fast, and expensive interpretations of the originals they loosely replicate. They do everything better on paper but run a character deficit when compared to the clunky old originals. Which isn't such a bad thing in a daily driver, but still...

The new-for-'08 Dodge Challenger was much anticipated. The styling is faithful to the original 1970–71 version, with a little modern flair. It is the best looking of the new crop of muscle cars, but the SRT8 model with a 425-hp 6.1-liter Hemi and 5-speed automatic transmission was the only version available for 2008, much to the dismay of the enthusiast press.

## My lawn mower has more cylinders than that

All that has changed for 2009, with the introduction of a new 6-speed manual transmission and a gift from the muscle car gods, a limited-slip differential. Also new for '09 are two other trim levels—the base SE (\$21,995 MSRP) with a 250-hp 3.5-liter V6, and the R/T model with a 372–376-hp (depending on transmission choice) 5.7-liter Hemi (\$29,995 MSRP). These join the big dog 6.1-liter Hemi-equipped SRT8 (\$41,695 MSRP, including gas-guzzler tax).

I must confess, my day of driving the new Challengers did not include the base SE model. My lawn mower has more than six cylinders, so I saw no need to pass up spending a full day in the Hemi R/T and SRT8 versions. It was well worth any flack I may get for not knowing all about the SE model, although I am sure it is wonderful in its own right.

My first drive of the day was in an R/T 6-speed (with Pistol Grip shifter) with a 3.92:1 rear axle ratio, also equipped with 20-inch wheels and the Trak Pak option. Although the R/T is presented as the budget supercar, our tester was "hard loaded," as they say, and had a whopping \$39,000 sticker price.

Leaving the Liberty House in New Jersey on the brick road that leads out of the park, the lack of body flex and squeaks and rattles showed off the structural rigidity of the Chrysler 300 platform under its newest body. On the highway, the 376 hp moved the car along swiftly, although not in supercar territory. Chrysler states 0 to 60 mph in 5.9 seconds, which feels about right. It's a surprisingly solid car with big brakes, decent power, and a great chassis—far better than the class-leading Mustang.

## You can feel the better hardware on the SRT

After being disappointed that it didn't seem willing to do a nice smokey burnout on a few feeble attempts, my co-driver and I were pleasantly surprised when I brought the revs up a little higher and did my best water-box-style clutch drop. Yes, it will do a nice smokey burnout. And so will the other Challengers behind you if you do one first.

Next up was track time on the road course at Englishtown Raceway. It was a tight course, with cones laid out for idiot journalists—quickly rearranged by some, I might add. I grabbed a brain bucket and ran for the nearest SRT8 6-speed car. You can im-



*I know what you've been smoking*

mediately feel the better hardware in the SRT car versus the R/T. And much to my surprise, the first SRT8 I drove had a sticker price of \$40,700, only about a grand more than the loaded 5.7-liter Hemi R/T.

Proof positive that options are baaaad and careful ordering is goood. With the traction and stability controls put into super-secret "really off" mode (don't just tap the ESP button like they want you to, push and HOLD that sucker for about three seconds until it beeps; trust me), these cars are a lot of fun on the track. The Brembo brakes work great, as do the big shoes and SRT chassis tuning. I firmly believe there is not a better group of car guys in Detroit than the crew at Chrysler's SRT division.

They make incredibly competent performance cars, at a reasonable price, and sometimes even from vehicles you would never think could be considered high performance. Think Dodge Neon and Jeep Grand

Cherokee. After putting down laps in two 6-speed SRT8 Challengers, I also tried the 5-speed automatic version, which was equally impressive, something to note for those who hate to row their own.

### Not one car acted up on a 100-degree day

Perhaps most impressive was that on a near-100-degree day in New Jersey, with all of these new Challengers getting the hell kicked out of them by a crew of journalists—a/c on full blast non-stop—not one car acted up. The electronic angels kept everybody on the track and all the cars out of harm's way. And that was a big job in some instances.

I made the drive from Englishtown back to NYC in a 6-speed SRT8. Compared to the R/T, it just felt more buttoned down and competent, and the added power (namely, the torque) from the 6.1-liter Hemi is worth the \$10,000 difference in price.

So where does the Challenger fit in the bigger picture? I'd say it is the new king of the retro-muscle wars. All of that may change when the new Camaro comes to market, but for now, Chrysler has come as close as anybody to nailing the idea of modern muscle. Yes, they may lack some soul, and they have a lot more plastic than the originals, but they are reasonably priced, under warranty, safe, and enjoyable to use on a daily basis.

So whether your choice ends up being a Mustang, a Challenger, or the new Camaro, just be sure to enjoy this new era while you can. Much like the original muscle



*Perhaps the last of the breed*

car era, I don't see readily available, 400-plus horsepower, sub-\$50,000 cars lasting too long in these days of \$4-per-gallon fuel and looming EPA and CAFE standards that will effectively kill anything that gets less than 35 mpg.

Not to mention at some point, just like in the early 1970s, insurance companies have to view these cars as losses waiting to happen. Pretty soon, it may be just like 1972 all over again, so burn rubber while you can. ♦

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# 1960 Jaguar E2A Le Mans Sports Racer

It was left in a corner to be junked, but Guy Griffiths, the father of vintage racing everywhere, talked the factory into selling it to him

by Thor Thorson



Photos: Bonhams & Butterfields

Chassis number: E2A

**B**y 1960, Jaguar had won the world's most prestigious race, the 24 Hours of Le Mans, five times—twice with its original competition-tailored C-type and three times with the tail-finned D-type. At that juncture, company head Sir William Lyons decreed that it was time for this sporting pedigree to benefit production with an all-new semi-monocoque design, which was to emerge in 1961 as the E-type.

One prototype for this model—the “missing link” between D-type and E-type—was “E2A,” a fuel-injected 3-liter sports racing two-seater that was to be raced by American sportsman Briggs Cunningham’s team at Le Mans in 1960. The new “E2A” was to test several features of the forthcoming E-type, not least its independent rear suspension system in place of the live-axle of both the C- and D-type designs. Visually, the new car’s contemporary tail-finned rear bodywork recalled the charismatic D-type, while its handsomely proportioned one-piece forward bodywork presaged the E-type.

The Jaguar experimental department at Brown’s Lane, Coventry, completed the car in February 1960, and it was powered by an aluminum-block, fuel-injected, 3-liter, 6-cylinder engine. It was subsequently finished for the Cunningham team in its American racing colors, white overall with two parallel centerline stripes in dark blue.

**SCM Analysis** This car sold for \$4,957,000 at the Bonhams & Butterfields auction at Quail Lodge in Carmel Valley, California, on August 15, 2008.

I’m going to open with my thesis, then go back and explain how I got there. It is this: Jaguar’s E2A is an

*enormously significant car in terms of Jaguar’s racing heritage, but it is not a great one. As a one-off and not particularly successful prototype, it is neither the legendary D that came before nor the iconic lightweight E that was to follow. It’s more a footnote to Jaguar’s history than a glorious part of it.*

*As such, it had serious appeal and value at the auction, but to a limited number of potential purchasers, all of whom knew exactly why they wanted it and what they were willing to pay. So it was worth every penny of whatever the bid may have been when the last competing bidder dropped out—in this case just under \$5 million. This was a classic example of an efficient market valuing an automobile that really has no comparables against which to weigh it, but not necessarily optimizing that value.*

*The story of E2A and the subsequent E-type begins in 1955, when the tragedy at Le Mans caused the organizers to reduce engine size for prototypes to 2.5 liters, beginning the following year. Though this didn’t affect the rest of the racing schedule, success at Le Mans was huge in Jaguar’s self image at the time, so thoughts of the eventual successor to the D-type turned to a 2.5-liter car. By early 1956, work was under way for a smaller, lighter car with a full monocoque chassis aft of the firewall (the D-type uses a tubular structure in the transmission tunnel to augment the resulting semi-monocoque chassis), with independent rear suspension and a 5-speed transmission. Jaguar was having a tough time selling the few D-types it had built, so the concept was to design a racer that could be practically upgraded to sell as a limited-production sports car. In Jaguar’s nomenclature, XK 120 “C” had stood for “competition,” and the D-type had succeeded it, so logically the new project was referred to as “E.”*

## Details

Year produced: 1960  
 Number produced: 1  
 Original list price: N/A  
 SCM Valuation: \$5 million at least  
 Cost per hour to race: Unimportant  
 Chassis #: Unknown  
 Engine #: On head between cams  
 Club: Jaguar Drivers Club  
 18 Stuart St.  
 Luton, Bedfordshire, LU1 2SL  
 England  
 More: [www.jaguardriver.co.uk](http://www.jaguardriver.co.uk)  
 Alternatives: 1953–55 Jaguar D-type,  
 1961–62 Jaguar E-type Lightweight,  
 1960–62 Ferrari 250 GT SWB  
 SCM Investment Grade: A

## Comps



1955 Jaguar XKD-type  
 Lot# 523, s/n XKD509  
 Condition 3-  
 Sold at \$4,378,343  
 Bonhams, Sussex, UK, 7/11/2008  
 SCM# 117190



1955 Jaguar XKD-type  
 Lot# 28, s/n XKD529  
 Condition 3+  
 Sold at \$1,815,000  
 Gooding, Pebble Beach, CA, 8/21/05  
 SCM# 38901



1956 Jaguar XKD-type  
 Lot# 521, s/n XKD553  
 Condition 3+  
 Sold at \$2,097,000  
 B&B, Carmel, CA, 8/18/06  
 SCM# 42614





it didn't break, it was not competitive and was sent back to England after failing to qualify at Laguna Seca. It was used as a test bed for a while before being left in a corner to be junked. Guy Griffiths, arguably the originator and godfather of vintage racing everywhere, talked the factory into selling it to him, and he kept it until now.

### It's not a car anyone will use very much

So here we are. Though unquestionably important, it never approached greatness in its time; at best it was a step in the path. Even with a mechanical restoration, it's not a car anyone will use very much (as opposed to Cs and Ds that you could drive daily if you wanted). Rather, it's more something to finish the set—the jack of spades to complete a royal flush of Jaguar collecting—than something to own by itself.

This creates an interesting situation. The reality of auctions is that the final price is not set by the seller or the successful buyer, but by the last competitor to drop out. There is a bit of an urban legend around our hobby, that of two (or more) swaggering checkslingers facing off at an auction for some unattainable hearthrob to see who will remain standing as the price skyrockets and the weak are dragged away.

Though that undoubtedly happens and will happen again, it won't be for a car like this. This car was purchased carefully by a person who had good reason to own it. We have no idea how the winning bidder may have valued the car or what the price may have gone to, we only know that the underbidder wouldn't go past \$5 million to own it.

Weeks before the auction, my sources told me that it should sell for about halfway between current market for a good D-type and a great D-type, which these days is right about \$5 million. That's where the bidding stalled, even though the expectation was that it should go for much more. Could it or should it have gone higher? We can never know. I suggest that in this circumstance the auction process served the buyer better than the seller by bringing a thoughtful price rather than an emotional one. I'd say very well bought. ♦

(Introductory description courtesy of Bonhams & Butterfields.)

Through 1956, the D-type remained splendidly competitive (it was determined to be a "production" car for Le Mans, taking 1st, 4th, and 6th at the race), so the new project remained mostly theoretical, but at the end of the season the decision was made to suspend factory racing. The Competition Department was renamed the "Prototype Department," and there was more time to work on developing something to replace the D.

### Marketing felt the car had to have a larger engine

The first prototype, E1A ("E" and "1" are obvious, the "A" stood for aluminum chassis), which has been described retrospectively as a "2/3-scale E-type," first ran in May 1957 and was generally well liked, but with the racing program shut down, it was much more a 2.4-liter sports car than a racer and remained a low-priority project. Through 1958 and into 1959, an internal debate raged as to whether to return to racing, and if so with what sized car, but the consensus moved back to a larger car with 3- or 3.8-liter power. Racing engine size had stabilized at 3 liters, and the project was increasingly driven by the need for a viable production sports car, which the marketing people felt had to have a larger engine.

By the end of 1959, several steel-chassis production prototype cars had been built, and Jaguar decided to construct an aluminum competition version for testing purposes, designated E2A. It was completed and test-driven at the end of February 1960, with an experimental aluminum-block 3-liter engine (effectively a short-stroke 3.4) and a 4-speed D-type transmission. The real purpose of the car was to serve as a test bed for the new independent rear suspension in racing conditions, but Briggs Cunningham happened by the factory and liked what he saw. He convinced Lyons to allow him to enter it at Le Mans, first at the test weekend in April and then the race itself in June.

The car was not a success. It had virtually no development time when it showed up, and while the chassis worked well after some adjustments, the engine didn't work as an injected 3-liter. It made excellent horsepower but was very fragile, and the Lucas fuel injection was undependable. The car retired with engine failure inside an hour on the test weekend and at less than a third of the race distance.

After Le Mans, Jaguar took the car back and replaced the engine with the well-proven carbureted 3.8, then shipped it to the U.S. for Cunningham to run in the fall races. Though



## The Week Starts Here

There's no admission charge, so anyone who walks down the street can see cars any concours in the country would be proud to display on their lawns

by Donald Osborne



William Edgar Photo

1957 Ferrari 250 GT Pininfarina Cabriolet, Best of Show

While the hectic nature of the Monterey Week can be both enervating and expensive, there are moments that manage to be neither.

In its second year, the Carmel-By-The-Sea Concours On The Avenue has secured its place in the calendar and given many a specific reason to arrive in town a bit earlier than they used to. SCMers Doug and Genie Freedman have in fact carried out their plan to expand the event from last year's one-day format to fill two. With its emphasis on postwar cars, which are largely ignored at the area's other venues, they've tapped into a rich vein of both vehicles to feature and an audience to appreciate them.

As is the case of the now-established Pebble Beach Tour d'Elegance, which parks entrants of the Pebble Beach Concours on Ocean Avenue during lunch, the Carmel-By-The-Sea Concours is one of the few events during the week that doesn't cost the earth to see, or require VIP access to enjoy. There's no admission charge, so anyone who walks down the street can see cars of a quality any concours in the country would be proud to display on their manicured lawns.

Most of the show is displayed on several blocks of Carmel's main drag, Ocean Avenue, with a few side streets also part of the scene. While some merchants in town have expressed concern about a loss of business due to traffic issues, most seemed to support the concours heartily, and many participated in a contest to win a prize for the best event-related display in their show windows.

In addition to the mixed-marque

display on Tuesday, the added show on Monday was all Porsche and Ferrari. Limited to cars 1973 and earlier, one could see examples ranging from a Speedster to a 166 Barchetta. Tuesday's offerings ran the gamut from American Iron to European luxury cars, sports cars to hot rods, racing cars to micro cars, all built from 1946 to 1971.

SCMers are everywhere during this week, and this event was no exception. One of them was Pebble Beach resident John Boccardo, who displayed his 1962 Imperial Crown convertible in the American Luxury Class. Boccardo was encouraged by what he saw at the inaugural event and praised the promoters' organization, stating it to be "impressive for a toddler among geezers." He felt everything from credentialing to parking his car and getting it judged well exemplified the slogan, "Sophistication with a dash of fun."

The Freedmans and their team have, in a very short time, done a terrific job of adding to the appeal of the Monterey Week without adding to the pain—except perhaps of an unsuspecting tourist vainly seeking a parking space anywhere near Ocean Avenue. The Carmel-By-The-Sea Concours will be back in 2009 with the same two-day format, and it's the perfect reason to come to town early. ♦

### SCMers on Ocean Avenue

**Jeff Abramson—Alamo, CA**  
1954 Ferrari 500 Mondial Spyder, *Trans Atlantic Pacific Cup*

**Scott & Celesta Boses—Los Angeles, CA**  
1957 Rambler Cross Country wagon, *Carmel Foundation Award*

**Howard Clarke—Springville, CA**  
1947 Jaguar Mk IV DHC, *British & European Cup*

**Jim & Kay Cobb—Portland, OR**  
1955 Mercedes-Benz 300SL coupe, *Lynch Award*

**Garrett Gafke—Menlo Park, CA**  
1957 Porsche 356A Speedster, *Motor Club Award*

**Stephen & Debbie Holmes—Ross, CA**  
1953 MG TD, *Motor Club Award*

**Leon Kreger—Pebble Beach, CA**  
1966 Porsche 911 coupe, *Judges Cup*

**Robert M. Lee—Sparks, NV**  
1957 Ferrari 250 GT PF Cabriolet, *Best of Show*

**Michael & Barbara Malamut—Thousand Oaks, CA**  
1955 Porsche 356 Continental coupe, *Parker Automotive Magazine Award*

**Jeff Meier—Woodland Hills, CA**  
1970 Lamborghini Miura S, *Parker Automotive Magazine Award*

#### Details

**Plan ahead:** August 10–11, 2009

**Where:** Carmel-By-The-Sea, CA

**Cost:** Free

**More:** [www.motorclubevents.com](http://www.motorclubevents.com)



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## Q is for Quality

With admission limited to 3,000, tickets sell out by February and the hopeful were reduced to posting wanted ads on Craigslist

by Donald Osborne



*Trans Am cars thunder into the show*



*Corvettes of Sebring*



*Two of Balboni's Lambo mounts*



*1929 Alfa 6C 1750 SS of Bob Ames*

The “Monterey Weekend” has ballooned to the point that it has long been impossible to attend every event, which now stretches from the “Pre-Historic” races the weekend before the Pebble Beach Concours through to the Gooding & Company auction more than a week later.

Since its inception five years ago, The Quail, a Motorsports Gathering has established itself as one of the prime events of the week, literally the hottest ticket in town. With admission strictly limited to 3,000, tickets sell out by February and the hopeful were reduced to posting wanted ads on Craigslist, where offers went as high as \$1,000 for a single \$250 entry.

Of course, that aspect of “the right crowd, and no crowding,” along with gourmet food, fine wine, and cloth-covered tables at which to eat accounts for some of the clamor. But ultimately, it’s the cars that count. While The Quail has none of the big classics you’d expect to see at Pebble, it consistently serves up some of the choicest racing, sports racing, and GT cars to be seen anywhere on the peninsula.

With classes including “12 Hours of Sebring,” “25th Anniversary of the Porsche 959,” “Tribute to Valentino Balboni” (the legendary Lamborghini test driver on his 40th anniversary with the company), and the usual pre-

and postwar sports and racing cars, it didn’t disappoint.

Another notable feature every year is a group of cars selected from the Monterey Rolex Historic Races, which make their entry in dramatic fashion mid-morning, accompanied by a full-on California Highway Patrol escort. This year it was the glory years of the Trans Am series, which were honored at the track, and you could hear the growling Mustangs, Camaros, and even a Falcon Sprint long before they appeared on the lawn.

A low-altitude vintage airplane flyover during the event made one wonder if Sir Michael Kadoorie, chairman of the group that owns Quail Lodge, collector, and founder of the show, had arranged for air traffic control to monitor the comings and goings of the event’s helicopter shuttle to Laguna Seca during the display.

Speaking of Sir Michael, celebrity guests are always a part of The Quail, and this year Kadoorie’s friend Jean Todt of Ferrari was in evidence and seemed to be enjoying himself immensely. Owner-exhibitors with whom I spoke unanimously opined that the relaxed atmosphere and “self-judged” class and best of show awards made for an unusually low-stress day in what is generally a very high-stress week.

As the accompanying list will show, SCMerS were of course very well represented. Among my favorites were Bruce Meyers’s 1962 Shelby Cobra 289, which took top prize,

a class-winning 1967 Gurney Eagle F1 of Miles Collier, and the Ferrari P 4/5 of Jim Glickenhaus, which won the Supercar Award.

The Quail remains a “must do” in Monterey in August, and it would be a good idea to consider that in December when the tickets for 2009 go on sale. ♦

### Details

**Plan ahead:** August 14, 2009

**Where:** Carmel Valley, CA

**Cost:** \$250

**More:** [www.quaillodgeevents.com](http://www.quaillodgeevents.com)

## SCMers at The Quail 2008

**Robert Ames—Portland, OR**  
1929 Alfa Romeo 6C 1750 SS Spyder

**Anatoly Arutunoff—Tulsa, OK**  
1972 Mondial Café racer motorcycle

**Stanley & Merle Bauer—Beverly Hills, CA**  
1956 Alfa Romeo Sprint Veloce

**Mike Baum—Laguna Beach, CA**  
1962 Lancia Flaminia Sport 3C coupe

**Ed & Carol Blumenthal—Lafayette Hill, PA**  
1957 Dual-Ghia convertible

**Larry Bowman—San Mateo, CA**  
1963 Chevrolet Corvette Grand Sport  
1936 Crocker Small-Tank Hemi motorcycle

**Ronald W. Busuttill—Los Angeles, CA**  
1958 Ferrari 250 GT TdF coupe

**Henry & Colin Camisasca—Lake Forest, CA**  
1967 MG C GTS coupe

**Joe Cantore—Oakbrook Terrace, IL**  
1980 Ducati 900SS motorcycle

**Bernard Carl—Washington, DC**  
1985 Porsche 959 Paris-Dakar, *Best in Class*

**William & Lisa Cash—Palos Verdes Peninsula, CA**  
1965 Chevrolet Corvette coupe

**John Ebey—Santa Monica, CA**  
1960 Alfa Romeo Sprint Zagato

**Alan Chalk—Westlake Village, CA**  
1981 Ducati Mike Hailwood Replica motorcycle

**Miles Collier—Naples, FL**  
1967 Gurney Eagle F1 single seater, *Best in Class*  
1974 Gurney Eagle Jorgensen single seater

**William E. "Chip" Connor—Hong Kong**  
1964 Shelby Cobra 289 FIA roadster  
2003 Ferrari 575 GTC Maranello racer

**Arthur & Nevada Cook—Pacific Palisades, CA**  
1958 Lotus Eleven Series II racer

**Bernard Dervieux—Palm Desert, CA**  
1953 Kurtis 500S roadster

**Brian Dietz—Los Angeles, CA**  
1957 Ducati 175-cc motorcycle  
1967 Dunstall Dominator 650 SS motorcycle

**Vail & Linda Frost—Duluth, GA**  
1972 Lamborghini Espada 400 GT Series II

**Harry Garschagen—Watsonville, CA**  
1961 Maserati 3500 GT coupe

**Dennis & Pamela Glavis—Santa Monica, CA**  
1966 Morgan Plus 4 SS convertible

**James Glickenhau—Rye, NY**  
2006 Ferrari P 4/5 Pininfarina, *Best in Class*

**Stanley Gold—Burbank, CA**  
1959 Porsche Beutler Cabriolet 356

**William Grimsley—Sausalito, CA**  
1959 AC Ace Bristol roadster

**Dan Gurney—Santa Ana, CA**  
1972 Eagle Indy Olsonite single seater, *R&T Editor's Choice*

**Harry & Anita Hart—Indian Wells, CA**  
1951 Siata Gran Sport Stabilimenti Farina

**Todd Hensley—Springfield, MO**  
1975 Lamborghini LP400 Countach

**Lee Herrington—Bow, NH**  
1962 Ferrari 250 GT California Spyder, *Best in Class*

**Sean Hussey—Birmingham, AL**  
1957 Chevrolet Corvette race car

**The Hon. Sir Michael Kadoorie—Hong Kong**  
1939 Lagonda V12 Le Mans Rapide DHC

**William & Alisa Kling—Malibu, CA**  
1955 Mercedes-Benz 300SL coupe

**Thomas Knudsen—San Francisco, CA**  
1972 Lamborghini Miura SV coupe

**John Kotts—Houston, TX**  
2000 Porsche GT3 R racer  
1960 Porsche RS 60 Spyder

**Edward Kwiatkowski—Monterey, CA**  
1966 Shelby GT350 fastback

**Kevin & Deborah Larkin—Pebble Beach, CA**  
1954 Doretti Swallow convertible

**Robert M. Lee—Sparks, NV**  
1989 Lamborghini LM002 SUV  
1982 Hesketh V1000 motorcycle

**Douglas Magnon—Riverside, CA**  
1969 Gurney Eagle Indy USAC single seater  
1970 Gurney Eagle Indy USAC single seater  
1987 Gurney Eagle CART single seater

**Michael & Barbara Malamut—Thousand Oaks, CA**  
1958 Fiat Abarth Allemano 750 GT convertible

**Bruce Meyer—Beverly Hills, CA**  
1962 Shelby Cobra 289 roadster, *Best of Show*

**Eric Meyer—San Luis Obispo, CA**  
1956 Rometsch Beeskow cabriolet

**Keith Milne—Ben Lomond, CA**  
1953 Mondial 200 Sport motorcycle

**David Mohlman—Carmel, CA**  
1957 Mercedes-Benz 300SL roadster, *Best in Class*

**Jerry Molitor—Chester, NJ**  
1986 Porsche 962 prototype racer

**Timothy Montgomery—Saratoga, CA**  
1964 Aston Martin DB5 coupe

**Roger Morrison—Salina, KS**  
1966 Shelby GT350 fastback

**John Mozart—Palo Alto, CA**  
1933 Alfa Romeo 8C 2300 Spyder

**Peter Mullin—Los Angeles, CA**  
1937 Delage D8 120 cabriolet

**Steven & Phyllis Murphy—San Diego, CA**  
1974 Lola T332 F5000 single seat racer

**Terry O'Reilly—San Mateo, CA**  
1949 Lincoln coupe

**Bruce Perrone—Pittsburgh, PA**  
1969 Chevrolet Corvette ZL1

**Patrick Phinny—Carmel, CA**  
1957 Kurtis 500 G2 Bardahl Special roadster

**Richard & Susan Plavetich—Laguna Beach, CA**  
1959 Deutsch-Bonnet HBR-5 coupe

**Victor Preisler—Calabasas, CA**  
1960 Chevrolet Corvette race car  
2000 Dodge Viper race coupe

**Keith Previte—Los Angeles, CA**  
1994 Lamborghini Diablo Jota coupe

**Gail Reingold—Los Angeles, CA**  
1954 Jaguar XK 140 OTS

**Barry Rillet—San Mateo, CA**  
1958 Porsche 356 Speedster

**Paul Roesler—Ross, CA**  
1966 Lamborghini 400 GT 2+2 Prototype

**Chris Rose—Mill Valley, CA**  
1967 Maserati Mexico 4.7 coupe

**Joe Sackey—Laguna Niguel, CA**  
1971 Lamborghini Miura SV coupe

**Mark Sange—Bolinas, CA**  
1947 Cisitelia D46 single-seat racer

**Jonathan Segal—San Diego, CA**  
1956 Maserati A6G 2000 coupe

**Rob Shanahan—Carlsbad, CA**  
1965 Lola T62 single-seat racer

**Tom Shaughnessy—San Clemente, CA**  
1971 Lamborghini Miura  
1959 Ferrari 410 Superamerica coupe, *Preservation Award*

**David Steel—Temecula, CA**  
1967 Fiat Abarth 1000 OTR Radiale

**David B. Stocker—Phoenix, AZ**  
1988 Porsche 959 Sport coupe

**Robert Strand—Carmel, CA**  
1965 Porsche 356C Coupe

**Martin & Esta Swig—San Rafael, CA**  
1952 Lancia Lambda 5th Series torpedo

**Chuck Swimmer—San Diego, CA**  
1954 Bentley Mk VI Continental

**Anthony Symmes—Paradise, CA**  
1958 Aston Martin Mk III DHC

**Timothy Walker—Pasadena, CA**  
1954 Lancia Aurelia B20 coupe  
1955 Lancia Aurelia B24 Spider

**David Walters—Princeville, HI**  
1993 Jaguar XJ220 coupe  
1995 Ferrari F50 roadster

**Gary Wasserman—Carmel Valley, CA**  
1976 Moto Guzzi 850 Le Mans 1 motorcycle

**Bill & Martha Weiner—Los Gatos, CA**  
1972 DeTomaso Pantera coupe

**Malcolm Welford—Costa Mesa, CA**  
1950 Aston Martin DB2 coupe

**Cory Youngberg—Newport Beach, CA**  
1956 Lancia Aurelia B24 convertible



# Strangers in a Strange Land

Once again, hundreds of Italian cars festooned the landscape

by Paul Duchene



*Vintage planes added to the appeal*



*"If the top goes down..." times 20*

## SCMer Class Winners at Concorso

- Robert Brower—Carmel, CA**  
1966 Ferrari 275 GTS, 3rd in Class
- Jorge Bujazan—San Ysidro, CA**  
1967 Lamborghini 400 GT, 1st in Class
- Kevin Cogan—Louisville, KY**  
1966 Lamborghini 350 GT, 3rd in Class
- Adan Figueroa—Carson, CA**  
1973 Lancia Fulvia Monte Carlo, 3rd in Class
- John Goldman—San Francisco, CA**  
1950 Rumi Turismo, 1st in Class
- Ted & Jan Hirth—Laguna Niguel, CA**  
1964 Iso Rivolta GT, 3rd in Class
- Mike & Sally Rubinstein—Orinda, CA**  
1968 Maserati Mistral, 2nd in Class
- Jay Shotwell—La Selva Beach, CA**  
1967 Maserati Ghibli, 3rd in Class
- Danny Soukup—Santa Barbara, CA**  
1968 Fiat Dino 206 Spider, 3rd in Class
- Bob Yeager—San Francisco, CA**  
1965 Alfa Romeo 2600 Spider, 2nd in Class



*Meep-meep*

**M**oving Concorso Italiano from the lush splendor of the Bayonet and Blackhorse Golf Courses to the Marina Airport must have been a tough call. Granted, the move was forced by condo construction on the links, but while exotic cars and the green of a golf course naturally complement each other, a long stretch of tarmac is a more difficult match-up. On the plus side, the traffic and parking were much improved over years past, and the vintage airplanes on display were a nice touch.

As usual, Concorso boasted several hundred cars, including a substantial turnout of Ferraris and Lamborghinis, Alfa Romeos, Maseratis, Panteras, Lancias, Fiats, and BMWs, ranging over 40 years of production in some cases. The BMW row included a number of prewar 328s and 327s and even older models, while a superb gray 1950s Pegaso stood alone.

Oddities included a restored Trabant, an Autobianchi

rolltop coupe, a lineup of Cadillac Allantes—even a pink one—and a brand new Fiat 500 in right-hand drive, so who knows where it came from. A brand new Nissan GT-R attracted quite a lot of interest, though it looked surprisingly bulky beside a 350Z. Looking as though it had strayed from a hot rod show was a custom four-door '79 Corvette. "Do you have any questions?" asked its keeper, but honestly, I couldn't think of one, beyond "Why?"

In any event, nothing was quite as strange as the Kruse auction (held at the same location, as a part of the event) lineup, which included 20 2007 Shelby GT-H Hertz convertibles in black and gold, plus one coupe. All were automatics with mileage from 18,000 to 24,000 on the odometer, and the overarching question was how many collectors actually want 20? Or even one?

Concorso has no plans to return to the links anytime soon, so event organizers will no doubt use the coming year to improve upon the airport setup, all in an effort to create a setting more conducive to sitting next to your Bianchina with a picnic blanket and a jug of wine, surrounded by a few hundred Italian cars. ♦

### Details

**Plan ahead:** Friday, August 14, 2009

**Where:** Marina, CA

**Cost:** \$90

**More:** [www.concorso.com](http://www.concorso.com)



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MSRP for base Quattroporte starts at \$119,750; base Quattroporte S starts at \$125,750. Including gas puffer tax, dealer prep and transportation. Dealer price may vary. Taxes, title and registration fees not included.  
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## Frenchman on the Lawn

Current owners are usually thrilled to discuss the history of their cars—who owned it when, what color it was 20 years ago, or even two weeks ago

by Jérôme Hardy



*To infinity and beyond, 100 years of General Motors*



*William Hardy, auto journalist in training*

**W**hen my 11-year-old son William found the 1963 Corvette Rondine show car on the lawn at Pebble Beach, it was surrounded by a crowd, and he couldn't see it.

Luckily, Bebe Schudroff appeared. I'd met her when she and her husband Michael bought the Rondine at Barrett-Jackson last January for \$1.76 million. "Jerome," she said, "how are you and who is this young man?" And in no time, William was sitting behind the wheel of the Pininfarina one-off, which placed second in its class. This week was extraordinary for both of us.

### Three reasons to go to Monterey

My first-time trip to Pebble Beach from my home in Paris had three objectives:

1. To discover why auction house Gooding & Company has become so successful in just a few years. (See my auction report on p. 114).
2. To meet with classic car friends from all over the world.
3. To get my youngest son away from a flatscreen TV or game console and teach him about cars.

My Gooding assignment was fascinating, but it did mean I missed out on other events around the peninsula. Monterey is overwhelming that way.

Sunday's 58th Pebble Beach Concours d'Elegance offered more than 220 "pinnacle" automobiles, each deserving at least a 15-minute discovery, for a total of 55 hours...

### How to have the most fun at Monterey

The wise concours-goer arrives on the Pebble Beach lawn at dawn, as by 10 am, it is packed and good pictures are close to impossible. This year's cars included 25 GM Motorama vehicles, historical Lancias and Lamborghinis, Cadillac V16s, and a handful of cars over 20 liters. The concours board created a good balance between American and Europeans interests, with judges and speakers from both sides of the ocean.

#### Details

**Plan ahead:** August 16, 2009

**Where:** Pebble Beach, CA

**Cost:** \$150

**More:** [www.pebblebeachconcours.net](http://www.pebblebeachconcours.net)

I took great pleasure in talking to various car owners. A car is a reservoir of human memories, and current owners are usually thrilled to discuss the history of their cars—who owned it in which country, what color it was 20 years ago, or even sometimes only two weeks ago.

### It was a bargain trip for Europeans

On an economic note, the feeble dollar made a week in California a bargain for the European, compared with a week on the French Riviera (\$1 = €.60 mid-August). Nevertheless, only 20 European owners presented their rarities at the concours (10% of the gathering), mostly British and Italians. Comparatively, 13 Americans took their cars to Villa d'Este, Italy, in April, out of 54 on display, a full 25%. Sadly, there was not one Frenchman showing at Pebble this year.

When we returned to Paris, William went back to school and handed out Gooding auction booklets to his friends. He also got to explain why a strange old French car—a 1937 Bugatti Type 57SC Atalante—sold for 40 times more than a new Ferrari.

Come to think of it, Kazunori Yamauchi, President of Polyphony Digital Inc., which makes the driving game Gran Turismo (50 million copies sold) should take note. Yamauchi was an honorary Pebble Beach judge, and while his game has 800 cars digitized for racing, none are older than 1960. How about a 1927 Bugatti Type 35B Grand Prix to help teach our children about cars that really matter? In fact, I might even let my son have a little flatscreen time if he were learning to race prewar Alfas at Monza in the process. ♦



## Pebble Beach Concours d'Elegance SCMerS 2008

**Paul E. Andrews Jr.—Ft. Worth, TX**  
1930 Cadillac V16 452 Murphy phaeton  
1931 Rolls-Royce Phantom II Wilkinsons DHC

**Wes & Barbara Aplanalp—Carefree, AZ**  
1948 Buick Roadmaster Hercules Estate wagon

**Rich Atwell & Family—Fredericksburg, TX**  
1904 Northern 5-Passenger touring  
1938 Lagonda V12 Sedan coupe

**Robert & Sandra Bahre—Alton, NH**  
1931 Packard Twin Six FWD Prototype sedan

**Michael Barber—Larkspur, CO**  
1956 Ferrari 250 GT Boano coupe

**Skip & Judy Barber—Sharon, CT**  
1938 Lagonda LG6 Rapide DHC

**Joseph M. Barone—Honesdale, PA**  
1971 Lamborghini Miura P400

**Joseph E. Bortz—Highland Park, IL**  
1953 Buick Wildcat I  
1953 Pontiac Parisienne  
1954 Pontiac Bonneville Special  
1955 Chevrolet Biscayne  
1955 LaSalle II roadster

**Stephen Brauer—St. Louis, MO**  
1932 Cadillac V16 452B Fisher phaeton  
1953 Swandean Spitfire Special race car

**Al & Henia Burtoni—Gilroy, CA**  
1965 Lamborghini 350 GTS Touring Spyder

**James D. Caldwell Sr.—Toms River, NJ**  
1926 Rolls-Royce Phantom I Brewster Playboy roadster

**Joseph Cantore III—Elmhurst, IL**  
1948 Delahaye 148L Letourneur et Marchand berline

**William E. "Chip" Connor—Hong Kong**  
1933 Rolls-Royce Phantom II Brewster Henley roadster

**Keith Crain—Detroit, MI**  
1957 Kurtis-Offenhauser KK500G roadster

**Elliott Dolin—Malibu, CA**  
1953 Siatia 208S Spider Motto roadster,  
*Best in Class*

**Ron Elenbaas—Richland, MI**  
1914 Peugeot Type 150 Phaeton, *Best in Class*

**Michael D. Fairbairn—Chatham, CAN**  
1933 Cadillac V16 452C chassis

**Jim & Evelyn Fasnacht—Houston, TX**  
1953 Chevrolet Corvette roadster

**Cathy & Jerry Gauche—Houston, TX**  
1948 Delahaye 135MS Faget-Varnet cabriolet,  
*Best in Class*

**Scott Grundfor—Arroyo Grande, CA**  
1955 Ghia Gilda

**Martin Gruss—Palm Beach, FL**  
1959 Ferrari 250 GT LWB California Comp Spyder

**Peter P.M. Hageman—Kirkland, WA**  
1962 Alfa Romeo S22 Zagato coupe

**Harold J. Hayes—Chicago, IL**  
1959 Ferrari 250 GT LWB California Spyder

**Ron Hein—Los Angeles, CA**  
1964 Alfa Romeo TZ Zagato coupe

**Lee Herrington—Bow, NH**  
1956 Ferrari 410 Superamerica Series I coupe

**Jules Heumann—San Francisco**  
1922 Hispano-Suiza H6B Labourdette skiff

**Barry G. Hon—Dana Point, CA**  
1904 DeDion Bouton Henri Binder tonneau,  
*Best in Class*

**Gary & Sheryl Hunter—Arcadia, CA**  
1912 Pope-Hartford Model 27 Portola roadster

**Urs Jakob—Ste. Anne de Bellevue, CAN**  
1952 Citalia Ford 808XF Vignale roadster

**Bill Johnston—Richland, MI**  
1914 Peugeot Type 150 phaeton

**Arturo & Deborah Keller—Petaluma, CA**  
1928 Mercedes-Benz S Armbruster cabriolet  
1929 Bentley Speed 6 Park Ward boattail  
1936 Horch 853 cabriolet

**George, Charles, & Frank Kerbeck—Atlantic City, NJ**  
1953 Chevrolet Corvette EX122 Prototype roadster

**Knox & Jeila Kershaw—Montgomery, AL**  
1931 Cadillac V16 452 Fleetwood roadster

**Larry Klein—Santa Rosa, CA**  
1949 Alfa Romeo 6C 2500SS PF cabriolet, *Most Elegant Convertible*

**Robert M. Lee—Sparks, NV**  
1930 Cadillac V16 452 Rollston convertible coupe  
1930 Cadillac V16 452 Fleetwood Imperial landaulet  
1961 Ferrari 400 Superamerica Spyder

**Jay Leno—Burbank, CA**  
1953 Chrysler Tank car

**Gerald J. Lettieri—Rocky Hill, CT**  
1952 Muntz Jet convertible

**Stan Lucas—Long Beach, CA**  
1932 Lincoln KB Sports phaeton  
1922 Hispano-Suiza H6B Brunn dual cowl phaeton

**The William Lyon Family—Newport Beach, CA**  
1939 Mercedes-Benz 770K cabriolet B,  
*Best in Class*

**Chris MacAllister—Indianapolis, IN**  
1932 Cadillac V16 452B Fleetwood Madame X sedan

**David L. Madeira—Tacoma, WA**  
1948 Daimler DE 36 Hooper DHC

**Sam & Emily Mann—Englewood, NJ**  
1935 Hispano-Suiza K6 Brandone cabriolet,  
*Best in Class*

**J.W. Marriott—Bethesda, MD**  
1967 Lamborghini Miura P400 Bertone Prototype

**Richard Martin & Christine MacDonald—Sonoma, CA**  
1950 Ferrari 195 Inter Touring berlinetta

**Ken & Patty McBride—Seattle, WA**  
1924 Delage GL Labourdette skiff

**Peter & Kacey McCoy, Beverly Hills, CA**  
1958 Ferrari 250 GT Series I PF cabriolet,  
*Best in Class*

**Scott McPherson—Tempe, AZ**  
1967 Ghia 450 SS cabriolet

**Chris Messano—Rancho Palos Verdes, CA**  
1947 Pontiac 8 Ionia station wagon

**Bruce Meyer—Beverly Hills, CA**  
1960 Chevrolet Corvette convertible

**Bruce D. Milner—Los Angeles, CA**  
1959 Lancia Flaminia Zagato coupe

**Charles & Alexandra Morse—Seattle, WA**  
1952 Delahaye 235 Letourneur et Marchand cabriolet

**Glenn & Mary Lynn Mounger—Bainbridge Island, WA**  
1951 Cadillac Series 75 M Schwartz sedan

**John & Heather Mozart—Palo Alto, CA**  
1905 Royal Tourist G touring, *Best in Class*  
1929 Rolls-Royce Phantom I Brewster York roadster  
1938 Cadillac V16 Series 90 Fleetwood Fastback limousine

**Peter & Merle Mullin—Los Angeles, CA**  
1908 Niclausse Type D tourer  
1938 Talbot-Lago T150 SS Figoni et Falaschi coupe

**Bob Owens—Haverford, PA**  
1947 MG TC roadster

**Robert M. Pass—St. Louis, MO**  
1933 Duesenberg J LaGrande Sports phaeton

**James A. Patterson—Louisville, KY**  
1959 Ferrari 250 GT LWB California Spyder,  
*Most Elegant Sports Car*

**Michael Pavlak—Elmhurst, IL**  
1948 Delahaye 148L Letourneur et Marchand berline

**Gale & Henry Petronis—Easton, MD**  
1932 Invicta S Carodies tourer

**Bill Pope—Paradise Valley, AZ**  
1965 Lamborghini 3500 GTZ Zagato coupe  
1937 Maserati 6C Monoposto

**Kevin & Frances Pullin—Orange, CA**  
1934 Buick 91 Club sedan

**Mitchell Rasansky—Dallas, TX**  
1927 Miller Champ race car

**John W. Rich Sr.—Pottsville, PA**  
1906 National Model E 7-passenger touring

**Paul J. Roessler—Mill Valley, CA**  
1964 Lamborghini 350 GT Touring Production Prototype, *Best in Class*

**Ray & Janet Scherr—Westlake Village, CA**  
1937 Mercedes-Benz 540K cabriolet A

**Charles Schoendorf—Rowayton, CT**  
1946 Lancia Aprilia Pagani Riva Barchetta Corsa

**Ed & Judy Schoenthaler—Oak Brook, IL**  
1930 Rolls-Royce Phantom I Brewster Newmarket convertible sedan

**Michael & Bebe Schudroff—Greenwich, CT**  
1963 Chevrolet Corvette Rondine

**Tony & Belle Schwartz—Calabasas, CA**  
1955 Maserati 200 Si

**Don Sears—Tiburon, CA**  
1930 Packard 734 Speedster phaeton

**Matthew Sell—Boise, ID**  
1939 BMW 328 roadster

**Jon & Mary Shirley—Medina, WA**  
1938 Alfa Romeo 8C 2900B Touring berlinetta,  
*Best of Show*

**Richard Solomon—New York, NY**  
1977 Lamborghini LP400 Countach Bertone coupe

**Chuck & Amy Spielman—La Jolla, CA**  
1932 Chrysler Imperial LeBaron convertible coupe

**Martin & Dottie Stickley—Winter Park, FL**  
1951 Allard K2 roadster

**Mr. & Mrs. Charles R. Swimmer, San Diego, CA**  
1934 Rolls-Royce Phantom II Continental Gurney Nutting DHC

**David & Ginny Sydorick—Beverly Hills, CA**  
1953 Fiat 8V Ghia Supersonic

**James W. Taylor—Gloversville, NY**  
1937 Horch 853 cabriolet

**Jack E. Thomas—St. Louis, MO**  
1951 Ferrari 340 America Ghia coupe

**Paul & Vicki Tullius—Chico, CA**  
1961 Lancia Appia Sport Zagato coupe

**Myron Vernis—Akron, OH**  
1953 Paxton Phoenix Prototype

**David E. Walters—Princeville, HI**  
1947 Chevrolet Fleetwood Ionia station wagon,  
*Best in Class*

**John H. White—Sacramento, CA**  
1941 Cadillac 61 Series Estate wagon

**Gregory Whitten—Medina, WA**  
1935 ERA B Series open-wheel racer, *Best in Class*

**Don & Janet Williams—Danville, CA**  
1937 Rolls-Royce Phantom III Freestone & Webb Sedan, *Best in Class*

**Steve Wolf—Boca Raton, FL**  
1935 Rolls-Royce Phantom II Continental Binder cabriolet

**Herbert & Rose Marie Wysard—Fullerton, CA**  
1952 Glöckler-Porsche Weidenhausen roadster



Jon and Mary Shirley's 1938 Alfa 8C 2900B, *Best of Show*

# Four Monterey Auctions Total \$139m

Gooding was again the top dog of the weekend, selling 115 cars for a final total of \$64.8m

by Jim Pickering



1931 Bentley at Gooding, one of 37 million-dollar cars in Monterey

**M**onterey, California, is usually a pretty quiet beach community, but each year during the third week of August, it is transformed into an automotive Mecca, with a seemingly endless array of things to see and do for those in love with everything automotive. It's a place to catch up with old friends, find a needed addition for your collection, and get a sense of where the market stands.

And it was the market that was the source of much conversation in the months leading up to Monterey, as the economy in the U.S. showed itself to be rather turbulent throughout the late spring and early summer months. However, each Monterey auction had a strong catalog line-up, and after the dust had settled on Sunday night, 377 cars had sold at four auctions for a total of \$138,996,425 (as we went to press, Kruse had not yet posted its results). Compared to last year's \$134m for 519 cars at six auctions, including Christie's and Kruse, things don't look too bad.

This year's auction schedule kicked off on Friday with Bonhams & Butterfields's sale in Carmel Valley, and Contributing Editor Donald Osborne was there to cover the lots as they crossed the block. The sale totaled just over \$21m from 44 cars, which was a significant increase over last year's \$8.1m from 67 cars. The high sale here was the much anticipated Jaguar E2A Prototype at \$4.9m, with an unrestored Talbot-Lago T150C SS coming in a close second at \$4.8m.

RM returned to the Portola Plaza for its annual Sports & Classics of Monterey event on Friday and Saturday night and saw 147 of 172 cars sell for a total of \$44.1m. Senior Auction Analyst Carl Bomstead noted that

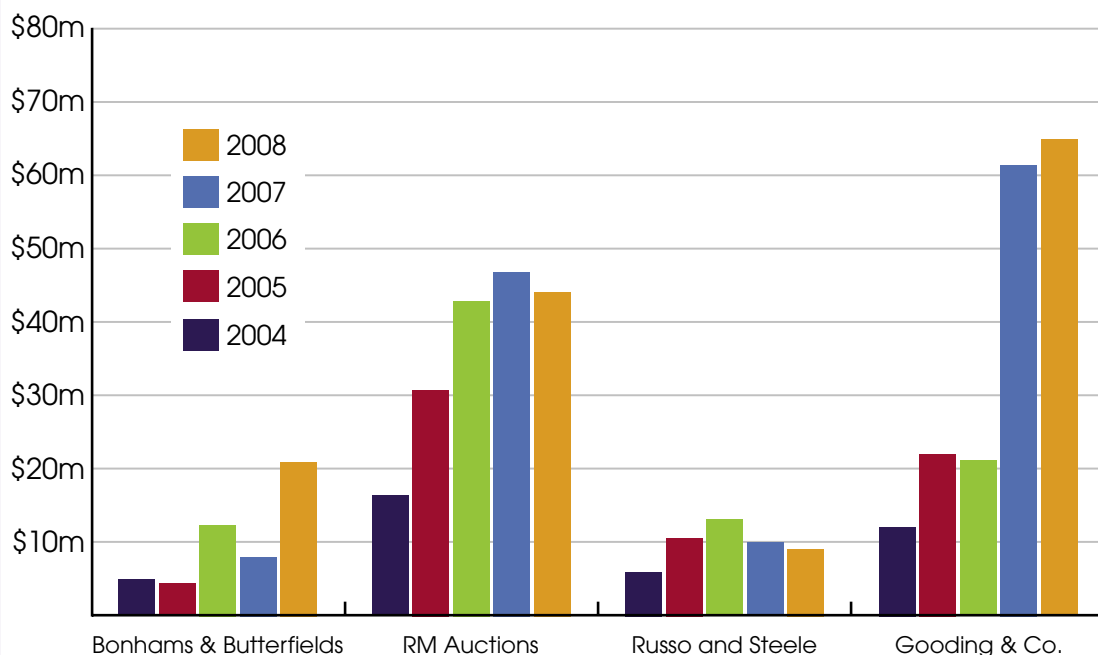
numbers were down slightly from last year's \$46.7m, but the sale featured fewer consignments as well, meaning that the revenue per car was actually up slightly. High sale went to a 1961 Ferrari 250 GT SWB Berlinetta at \$4.5m, with eleven other cars breaking the million-dollar mark.

Just down the street from RM, Russo and Steele again settled into the Monterey Marriott, commandeering Calle Principal and lining it with consignments as they made their way around the block and into the sale room. Auction Analyst Raymond Nierlich noted that numbers here fell slightly from last year's \$10m to \$9.1m, perhaps in part due to the company's switch to an all-reserve format, but many cars still brought decent, even over-estimate prices. A 1967 Shelby Cobra 427 roadster lead the pack at \$829,250, while a 1966 Bizzarrini 5300 Strada brought \$572,000.

As was the case last year with its record-breaking two-night \$61m event, Gooding & Company carried the weekend, selling 115 cars for a final total of \$64.8m. Auction Analyst Jerome Hardy was there to cover the cars as they sold, and he noted a \$563k average sale price—an increase of 12% over last year's average. The high sale of this year's event and of the entire Monterey auction weekend went to a 1937 Bugatti Type 57SC Atalante from the Williamson Bugatti Collection. It sold for \$7.9m, setting a new auction record in the process. Nineteen other cars joined the million-dollar club.

Finally, eBay Motors guru Geoff Archer cruised the Internet rather than Cannery Row and turned up a handful of stretch limos that run the gamut from utterly respectable to downright ridiculous.♦

## Sales Totals

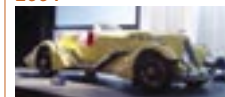


## Yearly Sold / Offered Summary

	2004	2005	2006	2007	2008
<b>RM</b>	162 / 185 (88%)	138 / 153 (90%)	188 / 206 (91%)	178 / 192 (93%)	147 / 172 (85%)
<b>Bonhams</b>	33 / 65 (51%)	46 / 82 (56%)	56 / 69 (81%)	67 / 96 (70%)	44 / 77 (57%)
<b>Russo &amp; Steele</b>	78 / 78 (100%)	79 / 79 (100%)	156 / 156 (100%)	99 / 161 (61%)	72 / 152 (47%)
<b>Gooding</b>	44 / 58 (76%)	62 / 76 (82%)	62 / 78 (79%)	122 / 134 (91%)	115 / 141 (82%)
<b>Total Sold / Offered</b>	364 / 481 (76%)	374 / 519 (72%)	514 / 616 (83%)	519 / 692 (75%)	378 / 542 (70%)
<b>Total Sales</b>	\$48,281,155	\$79,079,694	\$100,560,933	\$134,839,073	\$138,996,425

## Top Sales by Year

2004



1936 Duesenberg SJ  
Speedster  
**\$4,455,000**  
Gooding & Company

2005



1967 Ferrari 275 GTS/4  
NART Spyder  
**\$3,960,000**  
Gooding & Company

2006



1958 Ferrari 412 S  
sports racer  
**\$5,610,000**  
RM Auctions

2007



1959 Ferrari 250 GT LWB  
California Competizione  
Spyder  
**\$4,950,000**  
RM Auctions

2008



1937 Bugatti Type 57SC  
Atalante  
**\$7,920,000**  
Gooding & Company

## SCM 1-6 Scale Condition Rating:

- 1: National concours standard/perfect
- 2: Very good, club concours, some small flaws
- 3: Average daily driver in decent condition
- 4: Still a driver but with some apparent flaws
- 5: A nasty beast that runs but has many problems
- 6: Good only for parts

## Top 10 Sales This Issue

(Land Auctions Only)

1. 1937 Bugatti Type 57SC Atalante coupe, **\$7,920,000**—G, p. 118
2. 1960 Jaguar E2A Sports Racing Prototype roadster, \$4,957,000—B, p. 72
3. 1939 Talbot-Lago T150C SS Aerocoupe, \$4,847,000—B, p. 76
4. 1961 Ferrari 250 GT SWB coupe, \$4,510,000—RM, p. 92
5. 1959 Ferrari 250 GT LWB California Spyder, \$3,630,000—G, p. 122
6. 1938 Alfa Romeo 6C 2300 Mille Miglia coupe, \$2,585,000—G, p. 122
7. 1933 Rolls-Royce Phantom II Special Springfield town car, \$2,310,000—RM, p. 88
8. 1950 Ferrari 166 MM Berlinetta Le Mans coupe, \$2,200,000—G, p. 122
9. 1967 Ferrari 275 GTB/4 coupe, \$1,925,000—RM, p. 94
10. 1932 Bugatti Type 55 roadster, \$1,760,000—G, p. 118



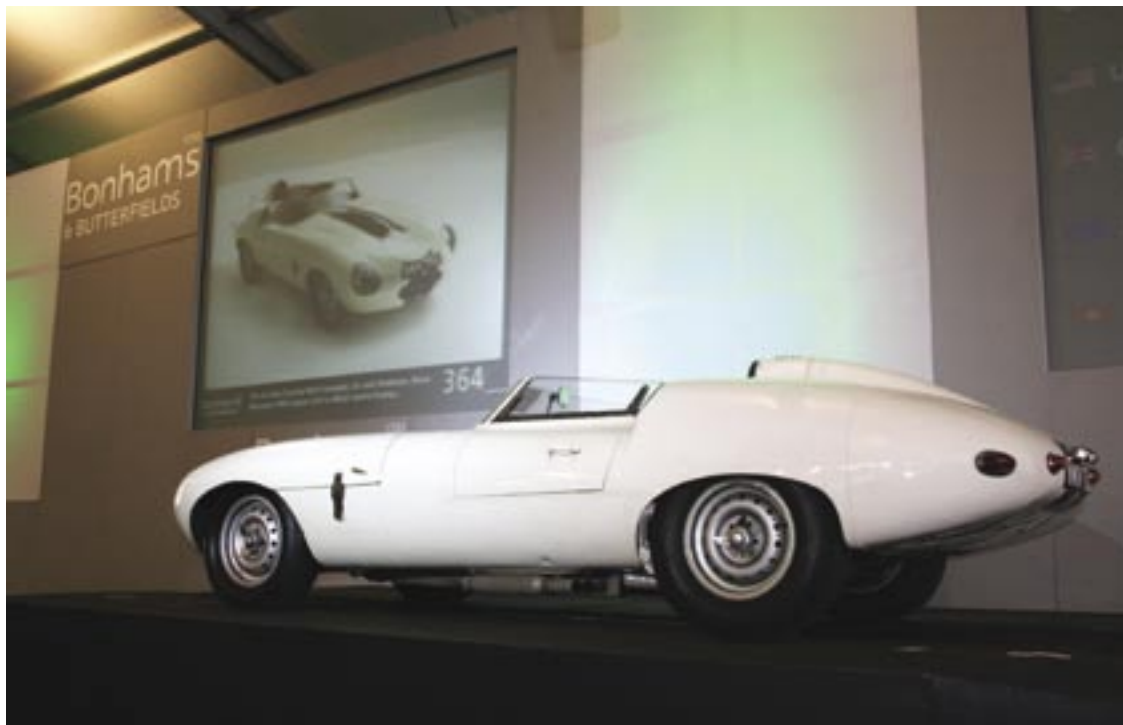
## Best Buys



1. 1936 Lagonda LG45R Rapide roadster, **\$1,382,000**—B, p. 70
2. 1926 Bugatti Type 35/Miller V8 racer, \$522,500—G, p. 118
3. 1953 Nash-Healey roadster, \$115,500—RM, p. 88
4. 1969 Ferrari 365 GT 2+2 coupe, \$162,250—R&S, p. 106
5. 1941 Cadillac Series 62 convertible, \$99,000—G, p. 126

# 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

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

Report and photos by Donald Osborne  
*Market opinions in italics*

**B**onhams & 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.

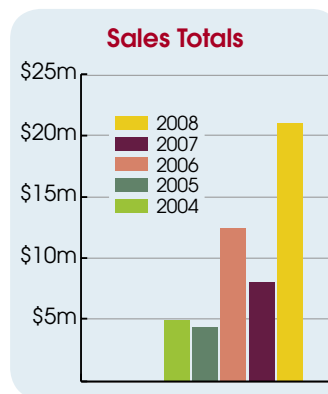
There were great expectations for the star lot, the original 1960 Jaguar E2A prototype (profiled on p. 56). Some sources estimated up to \$7m was possible, but the \$4.9m achieved was a new auction record for the marque and should not be considered a disappointment. Equally impressive was the wonderfully 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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1908 Cadillac Model S



1928 Packard Custom 8 Dietrich



1931 Bentley 8-Litre



1931 Cadillac V-16



1939 Mercedes-Benz 290



1937 Cord Supercharged



1939 Rolls-Royce Phantom III



1947 Talbot Lago T26



1953 Allard K3



1953 Jaguar XK120



1953 Nash Healey LeMans



1954 Cunningham C-3 Vignale



1954 Kaiser Darrin



1959 Jaguar XK150



1963 Porsche 356

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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 Panaspports, 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.)



# 1965 Aston Martin DB5



Engine Number 400/1099  
Chassis Number DB5/1990/L

The epitome of class and a heritage like no other, this prestigious piece of history is in concours condition. Sold originally new to the United States on February 19, 1965, this is **one of only 886 DB5 Coupes ever built and one of only a few reported as Left Hand drive models** built for the US.

Original Options from Factory\* consist of Motorola radio 818, power aerial, chrome wheels, heated rear screen, 2 Britax lap and diagonal safety belts, Fiam horns with changeover switch. (\* items listed on original providence).

**Serious inquirers, please contact: Kurt Fegraeus . 214.522.1007 . [kurt@amdallas.com](mailto:kurt@amdallas.com)**



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-LAGOT 150CSS 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 VF182200005000074. 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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# Sports & Classics of Monterey

Twelve cars joined the million-dollar club and two other owners rejected seven-figure offers, one of them close to \$4m



1966 Ford GT40 sold at \$1,465,000, one of a dozen million-dollar machines

<b>Company</b>	RM Auctions
<b>Date</b>	August 15–16, 2008
<b>Location</b>	Monterey, California
<b>Auctioneer</b>	Peter Bainbridge
<b>Automotive lots sold / offered</b>	147/172
<b>Sales rate</b>	85%
<b>Sales total</b>	\$44,093,450
<b>High sale</b>	1961 Ferrari 250 GT SWB Berlinetta, sold at \$4,510,000
<b>Buyer's premium</b>	10%, included in sold prices

Report and photos by Carl Bomstead  
*Market opinions in italics*

The question that preceded this year's auction activity was what effect the state of the economy was going to have on results. The array of cars offered was staggering, but was the sub-prime mortgage disaster going to result in a long string of no-sale activity, or were those drawn to Monterey in mid-August immune to the predictions of doom and gloom?

The numbers are in, and although the activity at RM's Monterey sale was down slightly from last year, the company also offered fewer automobiles this year (172 versus 192 offered in 2007), so you can pencil the numbers and conclude that the revenue per car was up. As we've seen at many other events around the globe in recent months, strong cars still brought strong results. A total of twelve cars joined the million-dollar club here, and two other owners rejected seven-figure offers—one of them close to \$4m.

The Prancing Horse crowd was in a frenzy here as 24 Ferraris were offered, with prices ranging from a low of \$99,000 for a 330 GT 2+2 to \$4.5m for a 250 GT SWB Berlinetta. Two Daytona Spyderys were offered, with one selling for \$1.4m (profiled on p. 38), and the other, in lesser condition, for \$1.1m. Three Dino 246 GTs sold at around \$138,000 each, continuing their recent run up in value.

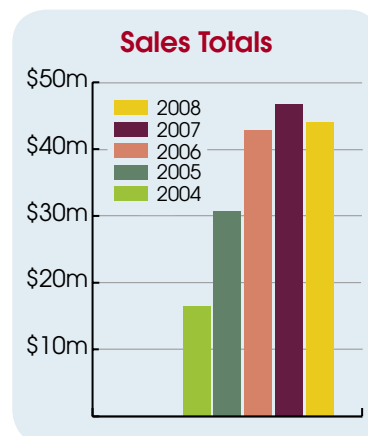
In several cases, two or more similar examples of the

same marque were offered, which provided the opportunity to see how the market reacted to slightly different variations. For example, two Mercedes-Benz 300SL coupes crossed the block. Both were very presentable, but one was fitted with a leather interior and the other plaid. The difference turned out to be \$82,500—\$852,500 for the car with plaid, and \$770,000 for the leather-equipped example.

Two Shelby 427s were also offered, one of which sold at \$962,500, while the other stalled at \$775,000. Barn finds were still strong, with a '65 289 Cobra with plenty of patina finding new ownership at \$605,000—well over its expected range of \$350k–\$500k. It's not often we see both a Nash-Healey coupe and roadster at the same venue, and in this case the coupe brought slightly more than the roadster at \$126,500 versus \$115,500.

Notable no-sales included the 1956 Ferrari 250 GT Tour de France coupe, which failed to sell at a high bid of \$3.9m, the 1958 Chrysler Diablo concept car, which returned to its seller at \$1.2m, and a 1936 Bugatti Type 57 Stelvio cabriolet that didn't sell at \$325,000.

Last year's event saw 93% of the cars on offer trade hands for a total of \$46.7m, as compared to this year's 85% at \$44m. Even though RM hasn't been the top dog of the weekend the past two years, selling \$44m worth of cars in a couple of days is certainly no small task, and this year's total reflected stability for both RM and the market. ♦





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**ENGLISH**

**#256-1924 ROLLS-ROYCE SILVER GHOST Balloon Car Replica roadster.** S/N 21223. White & polished aluminum/white canvas/red leather. RHD. Odo: 986 miles. Last year for the Silver Ghost. Replica of a balloon car body, restored some years back to "exact" specifications. Bolts missing on running board support, pile carpet looks out of place. Color



combination a bit garish for most R-R folks, but shows well throughout. Cond: 2. **SOLD AT \$118,250.** No information was supplied on the restoration or the origin of the body. This R-R sold at RM's Oakland sale in Michigan in August '01 for \$94,000 (SCM# 31603), so the seller did get a small return on his investment. I hope the new owner can make the same statement a few years from now.

**#271-1928 ROLLS-ROYCE PHANTOM I boattail tourer.** S/N 99EH. Maroon & polished aluminum/tan leather. RHD. Odo: 34,521 km. First bodied by Thrupp and Maberly as a fixed cabriolet, rebodied in the '50s as a replica Barker boattail tourer. Recent mechanical work completed. Much of history missing,



but is known to have been bought new by Prince Mdivani in New York. Decent paint, nice interior. A good driver. Cond: 3. **SOLD AT \$110,000.** The Rolls-Royce clubs accept rebodied cars, so it can be used and enjoyed with those groups. The price paid was not out of line for a car that will be a hit at local events. Well bought and sold.

**TOP 10 No. 7 #453-1933 ROLLS-ROYCE PHANTOM II SPECIAL Springfield town car.** S/N 218AMS. Eng. # U45J. Maroon & cane/black leather/brown leather & tan fabric. Odo: 46,006. One-off body design built as wedding present at cost of \$31k. Built at Springfield facility with body by Brewster. Three owners, body never off chassis, original interior and gold trim. FIVA certification,



thought by many to be most significant post WWI Rolls-Royce built. A striking car that has been well maintained. Cond: 2. **SOLD AT \$2,310,000.** This car had elegance that few could afford in the depths of the recession. Known history from new and will be the cornerstone of new owner's collection. Considering the significance of this Rolls-Royce, the price paid was most reasonable.

**#461-1950 JAGUAR XK 120 Alloy roadster.** S/N 660053. Eng. # W12197. British Racing Green/tan canvas/red leather. RHD. Odo: 62,259 km. #53 of 58 RHD alloy cars built, seemingly in original condition. Disc wheels and spats, C-type engine modifications done way back when. Documented ownership includes Jaguar expert Terry Larson. A fine



example of an unmolested car. Cond: 3. **SOLD AT \$225,000.** Last seen at Bonhams' London sale in December '02, where it sold at \$65,940 (SCM# 29599). On this side of the pond, a right-hooker Jaguar is not all that exciting. Looking at the exchange rate with the dollar versus the pound, I can speculate that this is going home as an absolute bargain. Very well done.

**BEST BUY #470-1953 NASH-HEALEY roadster.** S/N N2386. Silver/black fabric/red leather. Odo: 64,026 miles. Nash engine in a Pininfarina-bodied Healey. Little use since complete and correct restoration. Nice interior with good glass and brightwork, body straight and solid. Engine clean and tidy with no streaks or puddles. Nice throughout. Cond: 2. **SOLD AT \$115,500.** Decent examples have been selling



in the \$200k range of late, so it's tough to guess what happened with this car. A coupe sold here at \$10k more than what was reported for this car, which makes this sale even more unusual. Well bought.

**#479-1954 BENTLEY R-TYPE CONTINENTAL fastback.** S/N BC66LC. Maroon/tan leather. Odo: 2,120 miles. One of 208 built, and one of only 42 examples equipped with a 4-speed automatic. Listed in the Continental Registry, restored in the early '90s. Good paint and brightwork with no issues. Wood has become bleached a light unattractive color, window rubber old and rotting. Cond: 2. **SOLD AT \$550,000.** First seen at Cole/Myers



Monterey sale in August '97, where it failed to sell at \$140,000 (SCM# 7805). Seen again at RM's Amelia Island sale in March '01, where it sold at \$170,500 (SCM# 27987). These have been appreciating rapidly, and there have been some profitable transactions along the way. I doubt the trend will cease anytime soon, and at below the low estimate of \$575k, this was a good buy.

**#481-1956 AUSTIN-HEALEY 100M Le Mans roadster.** S/N BN2L229932. Eng. # 1B229932M. Old English White/tan fabric/red leather. Odo: 76,338 miles. One of 640 factory produced 100Ms, of which only about 150 are known today. British Motor Industry Heritage Trust certificate documents this as original



100M. Extensive restoration a few years back still showing well. Driver's door has wide gaps at bottom. Very well presented. Cond: 2. **SOLD AT \$159,500.** Many of the 100Ms offered were converted by their selling dealers, not the factory, so the Heritage Trust certificate makes all the difference here. With it the price paid was in line, and there was no major leap of faith.

**#428-1961 JAGUAR XK 150 3.8 coupe.** S/N S836510BW. Eng. # VA11339. Claret/red leather. Odo: 390 miles. The XK 150 has a more subtle beltline and a larger interior than earlier XK models. Also fitted with disc brakes and a one-piece windshield. Converted to "S" specifications. Recent frame-off restoration to an excellent standard, with nice paint, chrome, glass, and interior. Cond: 1-. **SOLD**



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**AT \$181,500.** This coupe sold at a number you would expect a perfect roadster to bring. The car was close to perfect, but the top did not go down and it had been converted from its original specs. There is no explanation here other than two guys had to have it.

**FRENCH**

**#436-1936 BUGATTI TYPE 57 Stelvio cabriolet.** S/N 57395. Two-tone blue/dark blue fabric/gray leather. RHD. Odo: 902 km. Coachwork by Gangloff. Known ownership and history from new. Two-tone blue paint not the most attractive color combination. Wiper arms



rusting, trim tarnished. An older restoration that is showing its age. Cond: 3. **NOT SOLD AT \$325,000.** Was sold by RM in Monterey two years ago for \$396,000 (SCM# 42671), so the seller was not willing to take the \$70k hit. We remarked when it was purchased then that it was all the money, and the market agreed here.

**#468-1939 BUGATTI TYPE 57C "Charmaine" faux cabriolet.** S/N 57787. Black/tan leather. RHD. Odo: 55,275 km. Coachwork by James Young. Faux Cabriolet fixed top with sliding sunroof. One of the last



Bugattis to leave France before the German invasion. Was once owned by Woolf "Babe" Barnato. Unusual one-off body for a Bugatti in original condition showing consistent maintenance through the years. Cond: 3. **NOT SOLD AT \$375,000.** This Bugatti failed to create excitement with the crowd and bidding ended well below the low estimate. The car was worth

more, but based on several other Bugatti sales during the week, not a lot more.

**GERMAN**

**#445-1955 MERCEDES-BENZ 300SL Gullwing coupe.** S/N 5500407. Graphite Gray/green plaid fabric. Odo: 82,676 miles. SL stands for "sehr leicht," or very light. Most 300SLs were delivered with plaid interior in the era, but it's rather rare today. Rudge wheels and fitted luggage. Restored to a high standard



throughout with little to fault. A very desirable example. Cond: 1-. **SOLD AT \$852,500.** These continue to be a blue-chip investment, and they will soon cross the seven-figure mark. Quality examples such as this continue to bring strong money with no end in sight. Although this price was expensive, it was not out of line.

**#469-1955 MERCEDES-BENZ 300SL Gullwing coupe.** S/N 1980405500601. Graphite Gray/red leather. Odo: 28,789 km. One of only 867 examples built in 1955. Recent restoration, well maintained since with only limited use. Complete with plated Rudge wheels and fitted luggage, excellent red leather



interior. A high-quality example of a desirable Gullwing. Cond: 1-. **SOLD AT \$770,000.** Again, RM offered the buyer a choice, and lot 445 with its plaid interior sold for an \$80k premium over what was paid here. Both were excellent examples, and both offer excellent investment potential as the Gullwing continues to appreciate.

**#432-1958 MERCEDES-BENZ 300SL roadster.** S/N 1980428500159. White/tan fabric/tan leather. Odo: 5,114 km. Euro headlights, Rudge knockoffs. Well restored and maintained, with no real issues with paint or body. Just a few signs of use here and there. Excellent interior, engine clean and tidy. Cond: 2. **SOLD AT \$528,000.** These continue to escalate, and where they will stop, nobody knows. Euro headlights are a drawback to most, but this was a well presented example that should continue to appreciate. At this time well bought



and sold, but the scale will likely tilt toward the buyer in the near future.

**#245-1962 PORSCHE 356B T-6 roadster.** S/N 89789. Red/black fabric/black leather. Odo: 16,925 km. One of just 248 "twin grille" roadsters built by D'Ieteren Freres of Belgium. Restored about ten years back with little use since. Swirls in paint along with a few chips and nicks, decent chrome and trim. Authenticated



by Porsche AG. Cond: 2. **SOLD AT \$170,500.** Pricing Porsche's roadster is not an exact science of late, as they are moving faster than the price guides can be updated. The estimates of \$75k-\$100k here were well under the money, and the price paid was in line with the appreciating market.

**#407-1964 VOLKSWAGEN TYPE 2 21-Window Deluxe microbus.** S/N 1210934. Poppy Red & white/gray cloth & vinyl. Odo: 87,405 miles. A very nice and correct restoration, and thought to be one of only five 1964 21-window examples in the U.S. 1964 U.S.-spec bumper with rubber inserts, "Safari" windshield. Very nice paint shows a few blemishes, window rubber not replaced when



restored. Good but rather Spartan interior. Well presented. Cond: 2. **SOLD AT \$71,500.** This was listed as sold for \$45,100 two years ago at this same location (SCM# 42654), but there is a mileage discrepancy between the two appearances, with the odometer reading 98k in '06. This is the highest price I've seen for one of these since a '66 Westfalia Camper brought \$99k at Gooding's Pebble Beach sale in August '05 (SCM# 38911). Very well sold with a nice return on the investment.

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**ITALIAN**

#482-1940 ALFA ROMEO 6C 2500 sport cabriolet. S/N 915089. Two-tone gray/black fabric/red leather. RHD. Odo: 35,776 km. The only Graber-built Alfa Romeo 6C 2500. Cosmetic restoration in the 1990s, engine does not match chassis plate. Incorrect Nardi steering wheel fitted in otherwise nicely done interior. Awards at shows a few years back, now has just the right amount of patina. Cond: 3. **SOLD AT \$341,000.** First seen at the Tokyo



Auction's March '92 sale, where it failed to sell at \$135,000 (SCM# 17969). Seen again at Barrett-Jackson's Scottsdale event in January '98, where it again failed to sell, this time at \$145,000 (SCM# 9568). Finally, sold at the Worldwide Houston auction in May '06 for \$247,500 (SCM# 41630), so this seller made a handsome profit over his two-year ownership. Time will tell if the new owner will do as well.

#417-1952 ALFA ROMEO 1900C coupe. S/N AR130800068. Ice Blue/blue leather. Odo: 8,977 km. This five-window Superleggera Berlinetta is one of 650 first series cars produced from 1951-53 by Touring. Three-year restoration, Borrani wires, shift lever relocated



from column to floor. Minor paint chip on lower left door. Numerous awards. Cond: 1-. **SOLD AT \$96,250.** This would be a wonderful tour car, and it's eligible for any event. A fair price, and considering the quality of the restoration, it could perhaps even be considered a bargain.

#456-1953 FERRARI 212 INTER coupe. S/N 0289EU. Eng. # 0289. Rosso Rubino/tan leather. Odo: 88,409 km. The last 212 Inter bodied by Vignale. Original Colombo V12 with triple 36D CZ3 Weber carbs. Extensive early racing history including wins in 1953 at Tour de Sicily and Tour de France. Restored about five years back with incorrect grille and seats, originals available. Participated in four recent Mille Miglias. Cond: 2. **SOLD AT \$742,500.** A good example of what is happening with the Ferrari market. A no-sale here in August



'00 at \$220,000 (SCM# 23214), and it brought a half-million more eight years later. The price paid was right at the high estimate of \$750k, and time will tell if it was well bought or not.

#442-1956 FERRARI 250 GT Tour de France coupe. S/N 0563GT. Light blue/tan leather. Odo: 61,361 km. Coachwork by Scaglietti. The eighth of nine 250 GTs produced with the original body style, and one of only 72 TdF Berlinettas built. Extensive and impressive racing history. Restored in the 1990s and well maintained as road/race car. Numerous



awards. Cond: 2. **NOT SOLD AT \$3,900,000.** The auction catalog's cover car. With nine pages of real estate allotted to it, plus a foldout image, the promotion couldn't have been better. As recently as two years ago, a non-competition 1958 TdF sold at Gooding Pebble Beach for \$1.5m (SCM# 42621), so I thought the price bid was more than fair.

#466-1957 FERRARI 275 GTB/4 coupe. S/N 09941. Rosso Corsa/black leather. Odo: 55,667 km. Thought to be a very original example, although color changed in respray. Unrestored interior, glass, and trim, recent mechanical rebuild. Normal signs of use, although the paint is very good. An excellent unmolested



example to use and enjoy. Cond: 3. **SOLD AT \$1,375,000.** Sold for almost \$600k less than lot 434, which was finished to a 100-point standard in Fly Yellow. It is infrequent that a buyer can choose between a show car or a driver 4-cam at the same event. Either would work for me.

**TOP 10 No. 4** #447-1961 FERRARI 250 GT SWB coupe. S/N 3087GT. Red/black leather. Odo: 53,802 miles. Coachwork by



Scaglietti. Steel-bodied Lusso street version, and the 117th of 165 SWBs built between 1959 and 1962. Extensive restoration by Shelton Ferrari reportedly at the cost of \$600,000, numerous prestigious awards won since. Four-wheel discs, owner's manual, warranty card, and tool kit. Cond: 1-. **SOLD AT \$4,510,000.** The high sale of the auction, and rightly so. A spectacular presentation, and although it may seem expensive at over the high estimate of \$4.2m, it was not a bad deal in this appreciating Ferrari market.

#452-1962 FERRARI 400 SUPERAMERICA Aerodinamica coupe. S/N 2841SA. Eng. # 2841SA. Blue Sera/saddle leather. Odo: 61,361 km. Coachwork by Pininfarina. Introduced in 1962 as Superfast III. Striking design with tapered nose and tail, number 7 of 17 built. Known history from new,



recent comprehensive documented restoration. Recognized with numerous awards and showing no issues here. Cond: 1-. **SOLD AT \$1,650,000.** A spectacularly designed Ferrari with limited production equals serious money. Throw in a no-questions restoration, and the new owner has no reason to look back. Well bought and sold.

#474-1964 FERRARI 250 GTL Lusso coupe. S/N 4403GT. Dark blue/cream leather. Odo: 53,920 km. Number 26 of 353 Lussos built. Ground-up restoration, well maintained since. Acceptable paint with minor flaws, excellent brightwork. Engine clean and correctly detailed. Strong presentation. Cond: 2. **NOT SOLD AT \$625,000.** The Lusso first appeared at the Paris Auto Show in October 1962, and its





1997 VECTOR M12

Yellow/black, yellow piping. Built from 1996-1999, #2 of a total production of only 14. The handmade exotic was built when Vector was owned by Lamborghini, thus the V12 quad cam Lamborghini Diablo SE engine producing 490 hp, 0-60 in 4.5 seconds, top speed of 190 mph. Fully documented restoration at a cost of over \$125,000. 2F 5-spd trans, a/c, Kevlar & fiberglass body. Listed in duPont Registry's list, #14 of top 100 cars of the century.



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1956 AUSTIN-HEALEY 100M LEMANS ROADSTER

Ivory cream/blue leather (painted in the American racing colors.) 1 of 150 in existence. Factory produced 100M; 4-speed overdrive. British Motor Industry Heritage Trust Certificate. Just finished \$85,000 photo documented restoration. 2 owner vehicle, built to race in the 24 hours of LeMans.



2003 FERRARI ENZO

Rossa Corsa, Red/Black interior, 660 hp V12 Engine, US Spec. Named after company founder Enzo Ferrari. Introduced at the Paris Motor Show in 2002. This is 1 of only 399 Enzos made with a V12 engine and 660 hp, along with carbon fiber body with aluminum honeycomb to eliminate weight. This Ferrari is very close to that of Formula 1 racing cars.



1966 SHELBY COBRA 427

White with silver & red stripes and black interior. Manufactured by Superformance in 2006. 390 cubic inch engine, 400 hp, 5-speed manual transmission, Smith gauges, Hallbrand wheels, leather interior, 667 miles.



1991 LAMBORGHINI DIABLO

1 of only 200 made in 1991 & very collectible. Red/Black. All alloy, composite & steel body. V12, 4 valves per cylinder, 492 hp at 7000 rpm, 428 lb-ft at 5200 rpm. 5-speed manual trans. Original window sticker. Car sold new at \$239,925. This Diablo is in new condition. 3,158 miles.



1955 CADILLAC SERIES 62 CONVERTIBLE

Black with red & white interior. In 1955, Cadillac ownership was a statement of success and accomplishment. Of the 6 different Series 62 body styles offered that year, the convertible coupe was among the most rare; only 8,150 examples produced. The elegant Series 62 presented here received a ground-up restoration approximately five years ago and was refinished in black with a new two-tone red & white interior.



1967 LAMBORGHINI MIURA P400 COUPE

3.9L V12. Andromeda red/tan leather. 4 triple-barrel Weber carburetors. Production #102. VIN F400XN102. 30,733 miles. 1 of only 475 Miura P400s manufactured between 1966 and 1970. Aluminum body. 5-Speed transmission. Cosmetically restored in 1990s by M&J Coachworks of NJ. P400 Miuras in 1967 cost 4 times that of the Jaguar E-Type.



1966 CORVETTE STINGRAY

Nesosa blue/black, white soft top, blue hardtop. 427 ci-425 hp. Documented all original powertrain and original paint. True Survivor. 25K mi. 4-spd trans. Triple Bow Tie winner, NCRS Top Flight Award, New England Chapter 9/16/2006, Bloomington Gold 6/26/2004, Survivor Certificate of Preservation, NCRS Gold Certified 6/26/04.



1955 JAGUAR C-TYPE TRIBUTE

Blue/grey. Handmade in England some 20 years ago by noted C-Type expert and builder Brian Winfield. Suspension follows original C-Type pattern. The 3.4 liter engine is XK140SE C-Type specification but fitted with straight port cylinder head. Triple Weber 45 DCO carburetors and D camshafts. Original C-Types are selling for over \$2,000,000 dollars. Here is your chance to own one of the best C-Type Tributes you will ever see.



1953 PACKARD CARIBBEAN MODEL 2631 CONVERTIBLE CLUB COUPE

Yellow, 8-cyl inline I-head, 180 hp, 4000 rpm, 3-1/2 x 4-1/4 bore & stroke, 327 ci displacement, 3-spd manual w/o/d. 1 of 750 made. Estimated that only 40-45 restored Packard Caribbeans still exist. Frame-off resto. Museum displayed & used as a touring vehicle by previous owner. Mechanical aspects of this vehicle were maintained in exc. cond. After December 2005 it was stripped to metal, disassembled except for frame-off which had previously been done. Professionally repainted w/new & replated chrome, top, carpets, tires, & wire wheels. Rare Series Model 2631.



1966 JAGUAR 4.2 E-TYPE CONVERTIBLE

LHD, white/red leather bucket seats, black canvas top. Fully synchronized 4-spd trans. Complete fresh professional restoration. Owned by 1 person for 30 years. Only 45K miles from new. All original powertrain. Jaguar Heritage Certificate included with car. Finest example in country. Blue 1967 XKE & red 1962 XKE also available.

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elegant lines were well received. However, this well-done Lusso failed to excite the crowd here. Perhaps where it was presented near the end of a long run of Ferraris, it was just too much.

**#430-1965 FERRARI 275 GTB/6C coupe.** S/N 07871. Rosso Chiaro/tan leather. Odo: 63,550 km. Short nose example with the larger footwell of a long nose car. Twenty-year-old restoration has held up well. Swirls on paint and chips on glass, Tubi exhaust added. Borrani



wires fitted, original Sunburst wheels available. Six carbs was an original option, but no documentation was offered here. Well maintained. Cond: 3+. **SOLD AT \$1,012,000.** Not that many years back this was a \$200k car, but that was then, and the money spent here was in line with the recent run-up of Ferrari prices.

**TOP 10 No. 9 #434-1967 FERRARI 275 GTB/4 coupe.** S/N 10253. Giallo Fly Yellow/tobacco leather. Odo: 10,253 miles. Thought to be one of Pininfarina's finest grand touring projects, and the first 4-cam Ferrari. Steel body, aluminum doors and hood. Recent restoration and numerous 100-point awards, offered with books, records, and factory tool roll.



Minor signs of use evident, mainly to interior. A quality restoration with little to fault. Cond: 2+. **SOLD AT \$1,925,000.** A striking and beautiful 275 GTB/4 at an impressive price. I want to say this was over the top, but the car was so impressive that if the buyer over-paid, it was only by a tad, and time should make him well.

**#433-1972 LAMBORGHINI MIURA P400 SV coupe.** S/N 4820. Eng. # 30747. Orange & gold/tan leather. Odo: 3,680 miles. The SV (Spinto Veloce) was the final evolution



of the Miura, of which only 150 were built, and it was thought to be the fastest production vehicle of its day. Born as right-hand drive, converted to left-hand drive when brought to U.S. New dashboard and odometer installed in 1982. Well maintained and detailed. Cond: 2+. **SOLD AT \$891,000.** Last seen at *Premiere's New York City auction in November '99, where it sold at \$144,500 (SCM# 1668).* Split sump lubrication added about 10% to the value here. Rod Stewart has owned two of these, and how much is too much to join his select club?

**#435-1973 FERRARI 365 GTB/4 Daytona spyder.** S/N 17001. Black/black fabric/black leather. Odo: 29,173 miles. Modern sleek design built from 1968 to 1973. 121 Spyderys were produced, 96 of which came to the U.S. market. Restored in 1996 with correct mouse-hair dash. Fitted with a/c, shows no real issues in paint, underhood, or interior other than light



wear. A stunning restoration. Cond: 1-. **SOLD AT \$1,485,000.** The Daytona name came after a 1-2-3 finish at 1967 24 Hours of Daytona, but it was never officially used by Ferrari. Four Daytonas were offered during the week, and of the cars available, this was the most spectacular. Sold for a market-correct price considering its mileage and condition. Well done all around. See the profile, p. 38.

**AMERICAN**

**#463-1909 PEERLESS MODEL 19 touring.** S/N 4171. Eng. # 2308. Gray/tan cloth/black leather. RHD. A true barn find from Texas. One of only two 30-hp T-head Peerless tourers known. Small oil can dated 1908. Original seats



and top tattered, factory timer still present. A wonderful time warp, and it starts with one turn. Cond: 5+. **SOLD AT \$170,500.** Last seen at *Worldwide's Hilton Head sale in November '07, where it failed to sell at \$225,000 (SCM# 47654).* Interest in unrestored cars continues unabated, but this one did not reach its potential. Estimates were a bit strong, but this could have gone for a bunch more without surprise.

**#457-1929 DUESENBERG MODEL J convertible coupe.** S/N 2165. Eng. # J142. Kelly Green/tan fabric/tan leather. Odo: 12,982 km. One of 125 Duesenberg bodies by Murphy. Non-disappearing convertible with incorrect sidepipes added. Repainted green from silver in about 1999, no issues with interior. Pilot Rays and trunk rack. Car is much more attractive with top in place. Cond: 3+. **SOLD AT \$1,413,500.** First seen at *Kruse Scottsdale in*



*January '99, where it sold at \$787,500 (SCM# 2032).* Appeared again at *Christie's Tarrytown sale in April '00, where it failed to sell at \$480,000 (SCM# 15596).* Next sold by RM at its *New York sale in '00 for \$645,000 (SCM# 10661).* Price paid here was what the more desirable disappearing top models have been selling for; so have to call this well sold.

**#441-1930 DUESENBERG MODEL J Dual Cowl phaeton.** S/N 2270. Eng. # J243. Two-tone green/tan fabric/green leather. Odo: 23,324. Coachwork by LeBaron. Restored in the late '40s with known history from new. Desirable and rare "barrel-side" body, so called as top edge of body curves inward. Paint has held up well, with a few chips and nicks visible



here and there. New leather interior and tan Haartz cloth top fitted. A striking Duesenberg that has been well maintained. Cond: 3. **SOLD AT \$1,760,000.** Sold by the *Rick Carroll estate for \$1,320,000 in 1990.* It's difficult to state that a \$1.7m Duesenberg was well bought, but this one was, as it could have easily approached the high estimate of \$2.4m without question.

**#459-1931 PACKARD 840 Deluxe Eight sport phaeton.** S/N 190898. Caramel & dark green/tan fabric/tan leather. Odo: 36,589 miles. A rather shabby example of a delightful Packard. From the Ecclestone Collection. Bought in October '07 at his auction for \$197k and resold here. Pilot Rays and delightful wood, paint with all kinds of issues, panel fit will require serious check writing to correct. A very serious body style that needs help throughout. Cond: 3-. **SOLD AT \$291,500.** This could be a delightful Packard, but boy, did the buyer get carried

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- 1960 Porsche 356 B Roadster
- 1963 Corvette Sting Ray Split Window
- 1969 Mustang 428 Super Cobra Jet
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- 1973 BMW Alpina 3.0 CSL
- 1988 Lamborghini Countach 5000GV
- 1988 Porsche Turbo "Slant Nose"
- 1989 Porsche Turbo Cabriolet "Slant Nose"
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- 1991 Ferrari 348B
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- 1977 JIP IMSA Greenwood Corvette
- 1979 Porsche 935i
- 1980 Porsche 935 K3
- 1983 Lancia LC2 Group C
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away. Was there a week at an F1 race thrown into the package that the rest of us did not know about? Very well sold.

**#423-1936 AUBURN 852SC Boattail speedster.** S/N 35209E. Black/tan fabric/red leather. Odo: 197 miles. Recent restoration with incorrect two-tone paint, soon after repainted to original livery. Excellent red leather interior and dash. Engine bay spotless, Columbia two-speed rear end and Cummings supercharger fitted. Excellent brightwork. A stunning Boattail



Speedster. Cond: 1-. **SOLD AT \$533,500.** No mention of ACD certification. A few years back the flood of recreations hurt the market for the real thing, but recently, quality boattail speedsters have been steadily appreciating. Expensive, but not out of line for an example in this condition.

**#424-1938 PACKARD 1607 convertible coupe.** S/N A600534. Gold/tan fabric/tan leather. Odo: 99,750 miles. Cosmetic restoration of strong running Packard Twelve. Body straight and solid, new interior to a high standard. Engine clean, good chrome and brightwork.



Trunk rack, Packard Deluxe radio. A nicely done Full CCCA Classic. Cond: 2. **SOLD AT \$259,600.** Packard Twelves are quiet, smooth, and powerful, and they're worth the premium over Eights. The price paid here was below the pre-sale estimates of \$300k-\$375k, but it was in line with the current market for a quality 12-cylinder open example.

**#426-1938 LINCOLN MODEL K convertible victoria.** S/N K9002. Eng. # K9002. Cambridge Blue/dark blue fabric/blue leather & tan fabric. Odo: 61,554 miles. One-off



Convertible Victoria by Brunn with skirts, unique teardrop step plate, and chrome edge quarter windows. Older restoration has been well maintained, with presentable paint and nice panel fit throughout. Driver's compartment seat replaced but not side panels. A well-done Full CCCA Classic. Cond: 1-. **SOLD AT \$192,500.** Sold well below expectations. Twelve-cylinder Lincolns are usually a bit behind Packards, but even so, this could have easily done a bit more. As such, it can be considered well bought

**#412-1941 AMERICAN BANTAM convertible coupe.** S/N 65759. Yellow/tan fabric/tan leather. Odo: 28,315 miles. More expensive than a Model A when new, and with no power. This was the last year for the Bantams, and this



example won an AACA First some time back. Interesting rear fender skirts. Decent paint shows no real issues, very nice interior with little wear. Cute. Cond: 2. **SOLD AT \$30,250.** A friend of mine has one of these parked in the entry way of his house. One of the better known "microcars" that always create interest when on the road or on the show field. This one sold for the right money, so everyone should be happy.

**#449-1948 TUCKER MODEL 48 Torpedo 4-dr sedan.** S/N 70052026013. Moss Green/green fabric. Odo: 3,090 miles. Restored in 1997 and still showing well. Pre-select Cord transmission, original Tucker luggage. Good brightwork, wider gap at bottom of driver's door, excellent paint. Engine compartment clean and tidy. The best example I have observed, and loaded with history. One of only 51 built. Cond: 2. **SOLD AT \$1,017,500.** Sold by RM two years ago at this same location for



\$577,500 (SCM# 427380), where we stated it was well bought with upside. But wow, close to half a million in two years? Driving it will cost a bunch, so I hope the new owner will maintain and preserve it for the future. See the profile, p. 52.

**#490-1953 BUICK SKYLARK convertible.** S/N 17124917. Matador Red/white vinyl/red & white leather. Odo: 6,310 miles. Older restoration, well maintained since. Door gaps off a bit, a few minor chips present in otherwise nice paint. Engine bay clean with all the decals



etc. Continental kit with chrome cover. A strong Skylark in good colors. Cond: 2-. **NOT SOLD AT \$130,000.** Being positioned near end of sale did not help here. Prices have been all over the board on Skylarks, but even so, this bid was a bit low. Better luck next outing.

**#492-1954 KAISER-DARRIN convertible.** S/N 161001071. Eng. # 3495116. Teal blue/white fabric/white vinyl. Odo: 1,898 miles. One of 435 built during the only year of production, known for its unique sliding doors. Recent quality restoration in non-standard but correct color, fiberglass body better than when it



left the factory. A claimed special order car for a Kaiser family member, but with no documentation other than 999 paint code on body plate. Cond: 1-. **SOLD AT \$96,250.** This same seller sold an equally nice example at B-J's Scottsdale sale in January '08 for \$176,500, so I was surprised to see it sell at this price. Well bought, as there is more still in it.

**#421-1957 CHRYSLER IMPERIAL convertible.** S/N C572441. Pastel blue/white fabric/two-tone blue leather. Odo: 49,435 miles. Documented ownership by Howard Hughes,





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given to young starlet, and then stored for a number of years. Fit and finish not to standard, with alignment issues to panels. Bowed hood. Overspray on door panels, engine bay clean and well detailed. Good chrome and trim, nice glass. A quickie cosmetic restoration. Cond: 2-. **SOLD AT \$162,250.** A very strong 1959 model in better colors sold for \$297k at RM's recent Art Astor sale, so it's safe to say that the pastel blue selected here cost this seller a bunch.

**#486-1957 DUAL-GHIA convertible.** S/N DUA12157. Ivory White/green fabric/green leather. Odo: 408 miles. 315-ci V8, 4-bbl, auto. Favored car of the Rat Pack. Recent high-quality restoration in an attractive color scheme. Fitted with power windows and Town and



Country radio. Interior trim pitted, engine bay clean and well detailed. One of only 117 built. Cond: 2. **SOLD AT \$176,000.** A Dual-Ghia was more expensive than a Cadillac Eldorado Biarritz, but the company still lost money on every sale. The price paid here was a bit on the light side considering the quality of the restoration. Well bought.

**#439-1958 CHRYSLER DIABLO convertible.** S/N 9999796. Red/black fabric/tan leather. Odo: 14,756 miles. Designed by Virgil Exner and built by Ghia. Fully functional Hemi engine with Torque-Flite transmission. Born as Dart concept car with retractable top, redesigned twice by Ghia. Good older paint and chrome. Well maintained with no glaring



issues. Cond: 2. **NOT SOLD AT \$1,200,000.** Ever since the Olds F-88 concept sold for over \$3m at Barrett-Jackson in January '05 (SCM# 36957), owners of other concept cars have been trying to cash in. That sale was likely unrepeatable, and I think what was bid here was more in line with reality. I don't know where the owner can take this and expect to get more.

**#257-1959 CADILLAC ELDORADO SEVILLE Elvis Tribute cabriolet.** S/N 59H034298. Lavender Ice Pearl/white/purple cloth & leather. Odo: 7,100 miles. 390-ci V8, 3x2-bbl, auto. A unique period custom built by John D'Agostino. Catalog states three-position top is a tribute to Elvis's "ducktail" hair



style. Three-inch chop, rotary telephone on center console inside attractive custom interior. Featured in numerous magazines and on an international tour, has been recently displayed at the Petersen Automotive Museum. Cond: 2. **SOLD AT \$302,500.** This blew right past the estimates of \$190k-\$240k and sold for a ton. This was a surprising final figure for a custom that had completed the show circuit, but it still will draw a lot of interest wherever it appears. Well sold.

**#410-1960 CHEVROLET CORVETTE convertible.** S/N 00867S108712. Roman Red & white/black canvas/black vinyl. Odo: 54,397 miles. 283-ci 230-hp V8, 4-bbl, 4-sp. Stated to have been a recent restoration, but the auction trail shows it was some time back. Good brightwork, decent paint with minor issues. Incorrect seat pattern, door fit off, engine well detailed. Hard top included. Cond: 2-. **SOLD AT \$82,500.** First seen at RM's Toronto sale



in April '06, where it failed to sell at \$74,000 (SCM# 41356). Seen again at Mecum's Belvidere sale in May '07, where it again failed to sell, this time at \$50,000 (SCM# 45257). Most recently seen at Mecum's Kissimmee auction in January '08, where it reached an insufficient \$69,000 (SCM# 48960). This was a strong number here considering the issues and lack of attention to details.

**#460-1962 CHAPARRAL 1 Sports racer.** S/N C1004. White/black vinyl. Built by Troutman & Barnes based on their earlier Scarab design. Corvette based engine, Borg-Warner T-10 transmission. Number four of five built at cost of \$16,000. Chassis discarded some years back, long-term restoration under-



taken on new chassis. Has current FIA/ACCUS Vehicle Identity Form. Cond: 1-. **SOLD AT \$522,500.** Last seen at RM's Monterey event in August '05, where it failed to sell at \$577,500 (SCM# 39086). Sold for well under the estimates of \$750k to \$950k, but American vintage race cars have been a bit soft of late. All in all, the price was about right considering this car had been rebuilt from a parts bin with a new chassis.

**#462-1962 OL' YALLER VIII sports racer.** S/N DMV545CA. Yellow/red leather. One of nine Balchowsky "junkyard specials," all of which had impressive results against the best of the era. Based on Jag E-type chassis rather than tube frame, Chevy V8 rather than usual Buick V8. Restored to original configuration in the



1990s. Signs of track time with chips and minor dings here and there. Cond: 3. **NOT SOLD AT \$200,000.** Bidding stalled well below expectations, perhaps reflecting the current state of interest in '60s American race cars. This was loaded with interesting history and should still perform well on the vintage circuit, and it should bring a third again as much as offered here.

**#253-1965 CHEVROLET CORVETTE convertible.** S/N 194675S118965. Ermine White/black vinyl. Odo: 41,412 miles. 396-ci 425-hp V8, 4-bbl, 4-sp. Stated to be unrestored with original mileage. Decent panel fit, paint chipped and touched up throughout. Two tops, AM/FM radio, sidepipes, decent chrome



and glass. Engine bay as used with no attempt to detail. No documentation on options. Cond: 2. **SOLD AT \$101,750.** An unrestored 396/425 Corvette without any documentation or Bloomington status? Seems a bit odd. With documentation this Corvette could hit the high estimate of \$150k, but as it sat, the price paid was about right.

**#438-1965 SHELBY COBRA 289 roadster.** S/N CSX2485. Guardsman Blue & white/black leather. Odo: 53,691 miles. 289-ci V8, 4-bbl, 4-sp. Unrestored with a known history from new. Has been authenticated and appears in the Shelby American World Registry. Shows all

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the nicks and bruises of time, with heavy wear to paint and aged interior and engine compartment. Cond: 4. **SOLD AT \$605,000.** *A major shift in the car collecting world has seen interest in original cars grow, and that caused this 289 Cobra to sell well beyond its \$350k-\$500k pre-sale expectations. The question for the new owner is whether or not to restore... and with the market on cars like this still moving upwards, I'd lean toward leaving it alone.*

**#221-1965 CHEVROLET CORVETTE convertible.** S/N 194675S122825. Milano Maroon/black vinyl/white leather. Odo: 21,422 miles. 327-ci 300-hp V8, 4-bbl, auto. A base-level Corvette with leather interior, although white was not the best choice. Lower stainless trim dented, other chrome and brightwork OK. Low mileage stated to be original, and there's



no reason to disagree. Redline tires, reproduction knockoff rims, power steering and brakes. Good panel fit and alignment, minor paint issues. A decent Corvette with a few light needs. Cond: 2. **SOLD AT \$49,500.** *This was not a lot of Corvette, but it didn't go for a lot of money either. It appeared to be sorted out, so the new owner's next trip should be the open road.*

**#248-1966 SHELBY COBRA 427 roadster.** S/N CSX3155. Black/black leather. Odo: 7,334 miles. 427-ci V8, 4-bbl, 4-sp. Capable of accelerating from 0-100 and braking to a stop in 13.2 seconds. One of just a few finished in black from new, but has been several colors since. Never damaged, retains its original engine. Well maintained, once owned by Burt Sugarman. Little to fault. Cond: 2. **SOLD AT \$962,500.** *With a Super Snake selling for \$5.5 million and a 427 S/C for \$1.3, this price looks like a relative bargain. This was a better car than the one sold*



*across the street for \$80k less, and it was a good value considering its condition.*

**#476-1966 SHELBY COBRA 427 roadster.** S/N CSX3301. White/black leather. Odo: 10,872 km. 427-ci V8, 4-bbl, 4-sp. With the Corvette Grand Sport on the scene, the 289 Cobra was no longer competitive, so the AC chassis was redesigned for the 427 and coil springs added. Recent comprehensive restoration, original interior still fitted. Glovebox



signed by Shelby. History from new, mileage claimed original. Cond: 2. **NOT SOLD AT \$775,000.** *Last seen at Mecum's Belvidere sale in May '04, where it failed to sell at \$470,600 (SCM# 33951). Considering that two other 427s offered in Monterey sold for a bunch more than was bid to here, I don't fault the owner for taking it home. A late positioning in the auction likely hurt this car's chances.*

**#443-1966 FORD GT40 Mk 1 coupe.** S/N 1065. Eng. # SGT27. Azure Blue & white/black leather. RHD. Odo: 3,140 km. 289-ci V8, 4x2-bbl, 5-sp. One of 103 built, and one of only 31 street-friendly versions. Resprayed a couple of times, now back to its original color. Aftermarket Halibrand mags replace original wires. Original interior shows minor signs of



use, but is in good shape overall. Paint not perfect, stripes a recent addition. Cond: 2+. **SOLD AT \$1,465,000.** *Wow, this GT40 was sold at RM London in Oct. '07 for \$2,041,380 (SCM# 48036), so the seller took a \$500k hit in less than a year. It had only been driven 3 km since the last purchase, and they were very expensive short journeys. Every transaction makes someone happy, and in this case it was not the seller.*

**#237-1967 CHEVROLET CORVETTE convertible.** S/N 19677S106817. Ermine White & red/black canvas/red leather. Odo: 39,949 miles. 427-ci 435-hp V8, 3x2-bbl, 4-sp. Stored for 27 years, restored in 2005. Claimed matching numbers and original mileage. Excellent respray; door jambs rough and typical of factory production, stinger hood paint not. Engine bay well done with correct marks and decals. Redline tires, side exhaust.



Well presented. Cond: 2. **SOLD AT \$138,000.** *To my eye, these Corvettes do not show well in Ermine White. Perhaps others agreed, as the final price paid here was under the money for a 427/435 convertible in this condition.*

**#266-1968 PLYMOUTH ROAD RUNNER Hemi 2-dr sedan.** S/N RM21J8G189005. Orange/black & white vinyl. Odo: 53,481 miles. 426-ci V8, 2x4-bbl, 4-sp. Designed for the lower end of the performance market. "Taxicab" interior, basic instrumentation. Broadcast sheet and Govier blessing. Restored in 2003, National ISCA Class award and MOPAR National Champion. One of only 1,019 coupes sold with Hemi, which was a \$714



option in 1968. Well maintained since restoration with no real issues noted. Cond: 1-. **SOLD AT \$110,000.** *Last seen at Mecum's St. Charles sale in October '04, where it sold at \$127,500 (SCM# 35280). Depending on who you listen to, the muscle car market is cratering or has cratered. That is, however, mainly the case with replicas and cars with stories—a good solid example will still bring a decent number, as illustrated here. Well sold.*

**#429-1969 DODGE CHARGER Daytona 2-dr hard top.** S/N XX29L9B390024. Hemi Orange/black vinyl. Odo: 20,317 miles. 440-ci V8, 4-bbl, 4-sp. Extensive restoration with correct date-coded parts. Excellent paint with one minor chip on door. A34 Super Trak Pak includes Dana 60 rear end, viscous drive fan, and



dual points distributor. Very nice interior, OEM Certification at MOPAR Nationals. Numerous articles and awards. Cond: 2. **NOT SOLD AT \$160,000.** *Prices for these have not been stable of late, with many examples still sliding down the depreciation slope. That aside, this was a quality example that should have brought more. ♦*



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ASTON MARTIN



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- Designed to honor the Porsche Design Supercup Racer.
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# Sports & Muscle at the Marriott

The results at the high end of the spectrum could have been much different had some sellers not stuck stubbornly to their reserves



Standing room only on the Russo block

<b>Company</b>	Russo and Steele
<b>Date</b>	August 15–16, 2008
<b>Location</b>	Monterey, California
<b>Auctioneer</b>	Dennis Wisbey & Frank Bizzaro
<b>Automotive lots sold / offered</b>	72/152
<b>Sales rate</b>	47%
<b>Sales total</b>	\$9,107,875
<b>High sale</b>	1967 Shelby Cobra 427, sold at \$829,250
<b>Buyer's premium</b>	10%, included in sold prices

Report and photos by Raymond Nierlich  
*Market opinions in italic*

**D**rew Alcazar once again brought his Sports & Muscle auction to picturesque Monterey in August, and this year, as in the past, Russo and Steele's signature feature was Drew's electric combination of cars and a theatre-in-the-round setting. His auctions provide a great party-like atmosphere, with consignments lining Calle Principal in front of the Monterey Marriott, bright lights, and plenty of excitement inside the sale room. It's part cock fight and part religious experience.

This year's high sale went to a 1967 Cobra 427 at \$829,250. After the Cobra was an exceptional 1966 Bizzarrini 5300 Strada at \$572,000 (profiled on p. 48), followed by a 1970 Lamborghini Miura S at \$423,500. As was the case last year, this year's hands-down crowd pleaser was a Batmobile—this one circa 1989, and complete with Batman at the wheel as it rolled down Calle Principal and into the Marriott. It sold at \$130,000.

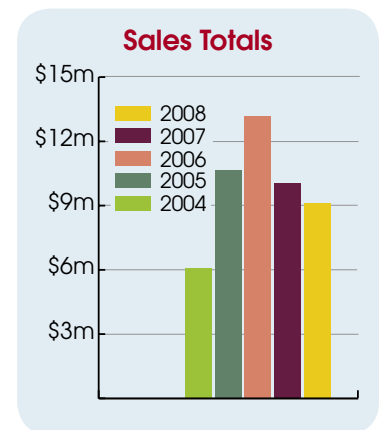
Most investors would say that bears and bulls are still wrestling with how much of a recession year this is (or isn't). From the results at this auction, it's clear the mid-priced segment of the collector car market is sluggish, if not a bit soft. Muscle continues in the doldrums, with only the odd exception, and only five of the 15 Corvettes here found new homes. Overall, sales were down slightly from last year, with \$9.1m selling with a

47% sales rate compared to last year's \$10m and 61% sold.

Russo and Steele's all-reserve policy has made for a more secure environment for sellers, and it has still left open the opportunity for circus-style fanfare if and when those reserves are lifted. That said, the results at the high end of the spectrum could have been much different had some sellers not stuck to their guns here, as illustrated by the no-sale of a 1971 Miura SV Jota at an insufficient high bid of \$2m. Nor was the \$1.5m bid for the 1974 Ferrari 365 GTB/4 Daytona Spyder enough to make a sale. Also failing to sell was a very original 1969 Chevrolet Corvette L88 coupe at \$280,000—a light bid considering the upswing in interest for original cars.

Nonetheless, this year's event generally saw solid results, with a number of cars bringing prices exceeding expectations. Among these was a nice 1967 Jaguar XKE SI convertible with only a few light needs that brought \$126,500, a 1973 Porsche 911 Carrera RS coupe that brought \$302,500, and a 1976 Lamborghini Countach LP400 Periscopio that brought \$363,000.

Although the final numbers this year weren't as high as the \$13m achieved in 2006 or the \$10m from 2007, Russo was still able to bring solid results in a difficult market after its switch to an all-reserve format, and that should serve as proof positive that the company has the mixture of its Monterey event set just right for the long term. ♦



*Bart Holland.*



*"This page is too expensive for modesty,  
so let's be brief:"*

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**ENGLISH**

#F403-1953 **MG TD roadster**. S/N XPAGTD223712. Red/black vinyl/black vinyl. Odo: 2,649 miles. Cosmetically refurbished. Body straight, fair paint with some chips and scratches, chrome shabby, front bumper replated. Interior and top OK. One owner for the past 30 years, claimed found with just



31.5 miles on the odometer. Cond: 3+. **SOLD AT \$17,050**. *It was a shame this car wasn't treated to a nicer refurbishing. However, this might have been the only MG for sale this week that wasn't just rebuilt or in need of a rebuild. Still, a solid car like this is much better than one that's been taken all apart and lost all the original bits. A decent deal for both parties.*

#F444-1959 **JAGUAR XK 150 convertible**. S/N S831839DN. Burgundy/black cloth/black leather. Odo: 14,252 miles. Older cosmetic restoration. Some bubbling under paint and several scratches visible. Typical panel fit, door hinges worn, engine a bit rattly. Supplied with



Heritage Trust certificate. Cond: 3-. **SOLD AT \$78,100**. *This was a decent driver that seemed like an honest car. However, it needs a bit of loving care and some money to bring it up a bit, and the price paid left little room for that. Well sold.*

#F475-1959 **AUSTIN-HEALEY 100-6 Jamaican coupe**. S/N BN4LS77603. Burgundy metallic/black vinyl. Odo: 46,700 miles. Usual fiberglass problems, including wide gaps and waves in curved surfaces. Some stress cracks and paint blemishes visible. Chrome so-so original, with pitting in some places. Corvette



windshield, Dayton wire wheels with Borrani caps. Interior clean, steering wheel appears uncomfortably positioned. A professionally built kit car. Cond: 3. **NOT SOLD AT \$29,000**. *An unusual special-construction car, and one of the better kit cars of its era. In fair condition overall. Who would convert a 100-6 into something like this today? High bid was fair.*

#S607-1959 **MG A coupe**. S/N HDR4357801. Maroon/tan leather. Odo: 2,255 miles. Older restoration in a non-original color. Paint showing some age, including bubbles under paint in right front fender. Seat faces scuffed slightly, Nardi steering wheel fitted. VIN is for 1500 engine, 1600 badges on car. Cond: 3+. **NOT SOLD AT \$24,000**. *First seen at Kruse Scottsdale in January '00, where it failed to sell at \$21,000 (SCM# 15728). Seen*



*again that same week at Barrett-Jackson, where it failed to sell at \$29,150 (SCM# 3671). Finally, sold at Russo and Steele's Scottsdale auction in January '08 at \$28,050 (SCM# 48538). MG A coupes are a fair sight rarer than the open car. This example was showing some age-related condition issues and wasn't to original specs, but would still be a better driving car with the wee bit stronger 1600 motor.*

#S625-1962 **MG B Lightweight Sebring racer**. S/N GHN3L112. Light blue/light blue hard top/black vinyl. Odo: 13,064 miles. Restored to 1964 Sebring team car specs, where it took 4th in class and 22nd overall. Extensive race history. Paint and body excellent. Joe Huffaker-prepared, with many competition parts



including magnesium intake, special generator, engine stabilizer, close-ratio gearbox, and dual fuel tanks. Perspex headlight covers, aluminum doors, trunk lid, and hood. Cond: 1-. **NOT SOLD AT \$105,000**. *Vintage eligible racer with a thorough restoration and provenance. Valuing pieces of history like this one can be difficult, but the seller was looking for more than this high bid, and I tend to agree.*

#S657-1965 **BENTLEY SSSC-2 Exhibition racer**. S/N SSSC2. Dark blue/black leather. Odo: 137 miles. Chassis number two of two prototypes built by Rolls-Royce apprentice group in 1965.



Body fitted by Lyncar Engineering. Original paint with expected chips and scratches from use. Race-spec supercharged V8 with twin carbs, street spec with single 4-bbl, as fitted here. Race history. Supplied with documentation. Cond: 2. **NOT SOLD AT \$285,000**. *This was believed to be the only Bentley chassis sold to be a competition car during the company's 71-year absence from factory-backed racing. This was a unique vintage racer with documentation, but this bid seemed fair.*

#S669-1967 **JAGUAR XKE SI convertible**. S/N 1E12836. Electric Blue/blue cloth/blue leather. Odo: 40,531 miles. Sympathetic restoration. Good color shows a few chips, door fit not great. Paint detail underhood haphazard, parking dings in front of hood repaired with filler. Nice top, Lucas headlights. Cond: 2. **SOLD AT \$126,500**. *First seen at RM's Amelia Island sale*



*in March '03, where it sold at \$62,700 (SCM# 30590). Seen again at RM's Monterey sale in August '05, where it sold at \$81,400 (SCM# 39143). This appeared to be a pretty decent car, and it had some good history with it as well. Still, considering the light needs and panel gaps, this was well sold at this price.*

#S623-1967 **JAGUAR XKE convertible**. S/N 1E14141. Red/black cloth/tan leather. Odo: 35,330 miles. Nice speeding-ticket-red paint, body panel fit above average, dings in hood filled in. Subframes correctly and nicely painted off car, with replaced hardware visible. Craftsmanship on interior upholstery lacking, with wrinkled corners and some bunching here

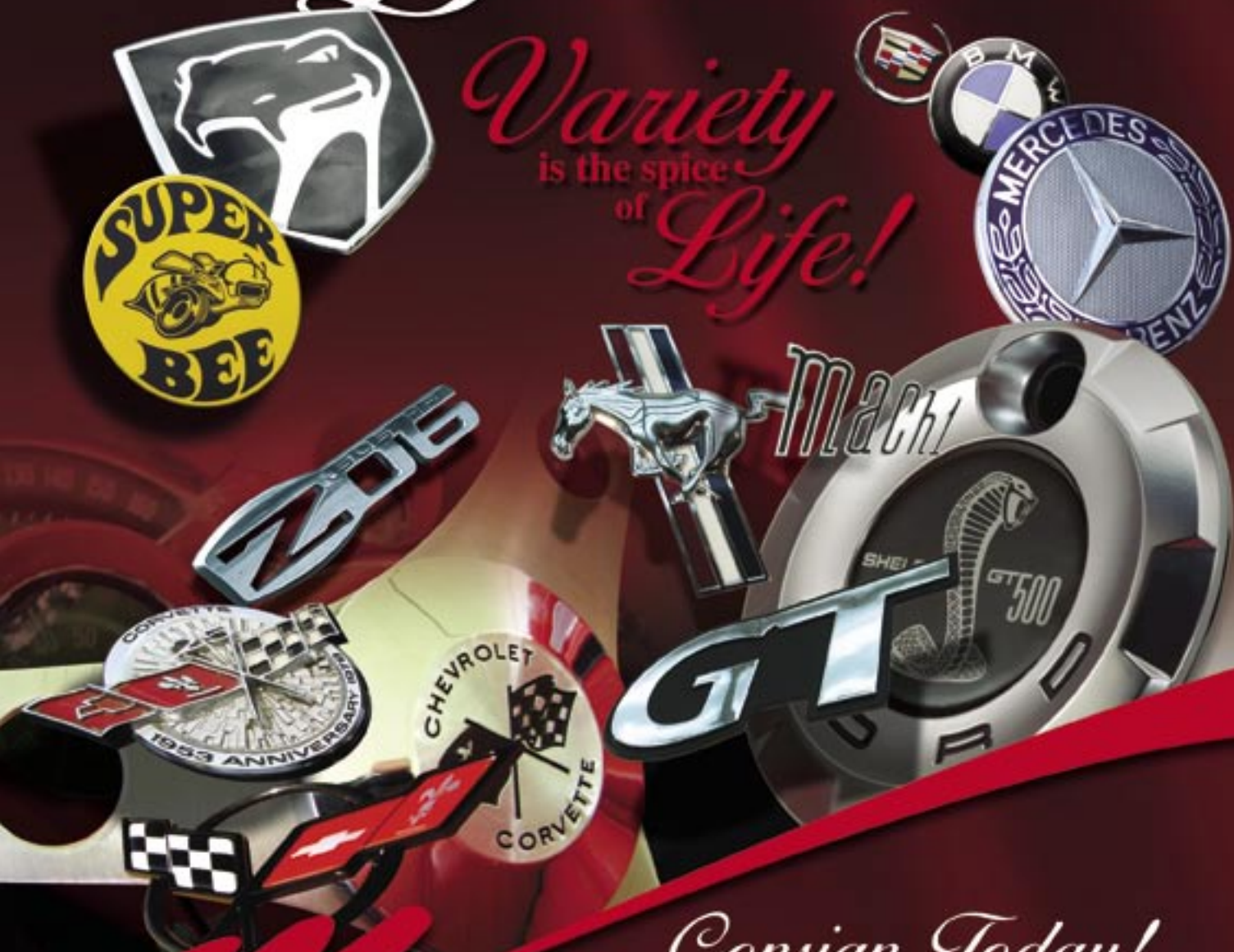




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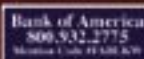
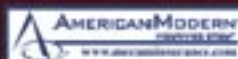
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and there. Cond: 2+. **NOT SOLD AT \$105,000.** Not all the details were correct here, but at least most could be easily put right. The seller was right to hang on at this price, as there should be more in it to the right buyer.

**#F452-1975 JENSEN INTERCEPTOR convertible.** S/N 23111723. Burgundy/tan vinyl/beige leather. Odo: 3,347 miles. 440-ci V8, 4-bbl, auto. Sympathetic restoration, original engine, documented original miles. Resprayed straight body, but paint not quite to show quality, with some dirt and shrinkage evident. Interior craftsmanship only fair. Dash



excellent. One of only 267 convertibles. Cond: 2+. **SOLD AT \$77,000.** A big brute that will humble many exotics of its day. This was a great driver; both in terms of its condition as well as its combination of English snob appeal and American muscle power. Another convertible in the same condition sold at Bonhams' Monte Carlo event in May of '07 at \$55,890 (SCM# 45706), which was then considered to be all the money. Very well sold.

**GERMAN**

**#F471-1964 PORSCHE 356C coupe.** S/N 129468. Black/black leather. Odo: 72,291 km. Nicely restored. Excellent paint and interior, clean engine bay. Claimed matching numbers, includes certificate of authenticity from Porsche. Equipped with four-wheel disc



brakes, rear compensator spring, and chrome rims. Well-fitted interior with new carpet and weatherstripping. Cond: 2+. **SOLD AT \$53,350.** The "C" has much better braking than the earlier 356s, and this example would have made an excellent driver for the money. Market price for condition.

**#S659-1973 PORSCHE CARRERA RS coupe.** S/N 9113600858. Viper Green/black leather. Odo: 95,307 km. Matching numbers confirmed by Porsche. Ownership documentation from new, Frankfurt license plate still fitted. One of 1,580 made, and one of only 71 in Viper Green. Imported to the U.S. in 1982. Shiny paint with only a few light scratches, perfect interior.



Cibie driving lights, aged rubber gaskets around rear windows. Cond: 1-. **SOLD AT \$302,500.** A trailer queen that doesn't look to have been driven in a while. What happens when you wake her up? Collectors have rediscovered the RS, as prices continue to be strong. Strong price, but Porsche buyers love perfect and will always pay up for it.

**ITALIAN**

**#F413-1957 ALFA ROMEO GIULIETTA Spider Veloce convertible.** S/NAR149501878. Red/black cloth/black vinyl. Odo: 81,135 miles. Previous racer put back to street spec. Non-original color, no heater installed. Race parts include extra wheels, rear axle, roll bar, and heater. Four-wheel disc brakes, Veloce-spec



1750 engine, Marelliplex ignition. Rust-free California car from new. Cond: 2-. **SOLD AT \$34,100.** Eligible for vintage events. Something like this is never going to be concourse, but in my opinion, a Giulietta is one of the prettiest cars ever made. This was a good solid example to use and enjoy, and the price was right with that in mind.

**#S648-1966 BIZZARRINI STRADA 5300 coupe.** S/N 1A30256. Silver/black suede. Odo: 46,939 km. 327-ci V8, 4x2-bbl, 4-sp. Very good panel fit, excellent paint and interior. Comprehensive restoration shows well throughout, with nice interior and clean engine compartment. Cond: 1. **SOLD AT \$572,000.** An Italian supercar that's not a Ferrari or Lamborghini, with a reliable Chevrolet Corvette



V8. We've seen an increase in Iso Rivolta and Grifo prices of late, so it's no surprise to see the same sorts of increases for Bizzarrinis like this car. Well bought and sold. See the profile, p. 48.

**BEST BUY** **#S666-1969 FERRARI 365 GT 2+2 coupe.** S/N 12689. Black/black leather. Odo: 67,005 miles. Three owners from new, previously of the DuPont collection. New two-year restoration recently completed, with excellent body, paint, and interior fittings. Very



well done. Cond: 1. **SOLD AT \$162,250.** One of the so-called "lesser" Ferrari models. The twin-cam V12 is much easier to live with than its more finicky brothers, and driving one is still a glorious experience. Flawless black paint gives a most elegant impression. Well bought considering the price of its restoration.

**#S655-1970 LAMBORGHINI MIURA S coupe.** S/N LAM451570. Yellow/blue leather. Odo: 66,326 km. Excellent exterior and interior. 200 miles since mechanical restoration with \$90,000 in receipts. "S" model with upgraded



brakes and 370-hp engine. Nice throughout. Cond: 1-. **SOLD AT \$423,500.** Take that, Ferrari! The Miura caused a sensation when introduced in 1966, and this one is sure to be a sensation at any local show. Well bought at under market for the condition.

**#S638-1971 BIZZARRINI 128 SPORT Barchetta racer.** S/N 128P01. Red/black vinyl. Fiat 128 drivetrain mounted in the rear. Tube space frame, fiberglass open body. Turin show launch in 1971, 1973 Targa Florio entrant, but did not finish. Found behind Bizzarrini's





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Marlboro blue w/gray int., very rare! \$44,900



1971 Dodge Dart Swinger 340, 2dr, fact. 4spd, 'Plum Crazy',  
blk vinyl, fact. a/c, documented! \$41,900



1961 Ford Thunderbird conv., 390ci w/auto, Corinthian  
wht w/red int., p/s, p/b, wire wheels. \$32,900



1956 Olds Super 88 Holiday 2dr hdtpr, V8 w/auto, Festival  
red/wht, skirts, wide whts, sharp! \$32,900



1937 Lincoln K Judkins 5-pass Berline, 414ci 2, 4spd,  
Dark green, zero miles since restoration! \$89,900

workshop in 1990. Cond: 2+. **NOT SOLD AT \$62,000.** *A well-restored and handsome oddity, but the Fiat motor just won't do it. Still, replacements would be cheap. How about an Alfa motor? This price seemed decent enough, but the seller was looking for more.*

**#S653-1971 LAMBORGHINI MIURA SV Jota coupe.** S/N 4892. Russo Granada/tan leather. Odo: 25,861 km. Documented Jota prototype with an over-the-top restoration by Gary Bobileff. Flashy rose metallic paint rather than original white and blue, lots of gold trim



includes wheels. Engine bay sparkles, interior spotless. Cond: 1. **NOT SOLD AT \$2,000,000.** *Not for the faint of heart. If you're tempted by a car as spectacular as this, be sure you can handle all the attention. Huge money was required to bring it home, and this bid just wasn't huge enough.*

**#S646-1972 FERRARI 365 GTB/4 Daytona coupe.** S/N 15569. Burgundy/tan leather. Odo: 27,000 miles. A Class Winner at the 2007 Ferrari Club of America International Concours, and second in the Le Belle Macchine d'Italia only to the Spyder in this auction.



Excellent throughout, with some light age-related wear. Cond: 1-. **SOLD AT \$390,500.** *Not quite concours but an extremely nice driver now—at least it hasn't been converted into yet another Spyder. Last of the classic front-engine Ferraris, and a good deal at the price paid.*

**#F417-1974 ISO RIVOLTA LELE coupe.** S/N FA500253. Yellow & black/black leather. Odo: 74,521 miles. 351-ci V8, 4-bbl, auto. One of 20 in 1974, and maybe one of the last two. Reupholstered seats, painted bumpers.



Straight body, excellent paint thick in places. Fitted with a/c and Mustang II shifter. Wiring haphazard underhood. Cond: 2+. **NOT SOLD AT \$39,000.** *Not the most attractive Iso built, and at this point really just an eccentric obsession. This car was nice throughout, but this price should have been more than enough to seal the deal.*

**#S644-1974 FERRARI 246 GTS Dino targa.** S/N 006458. Fly Yellow/black/black leather. Odo: 8,346 miles. Claimed to have 8,000 original miles. Recent three-year bare metal restoration on a one-owner car. Targa roof, a/c, power windows, Daytona seats. Original paperwork, owner's manual, and restoration receipts included. Excellent throughout. Cond: 1.



**NOT SOLD AT \$225,000.** *A superb 246 Dino from the last year of production. The 246 GTS is arguably one of the sweetest running Ferrari road cars ever, and one of the best looking, too. If you forgot to buy a new one in '74, here was your chance. This bid was at the top of the Dino market, but apparently not top enough for this seller.*

**#S651-1976 LAMBORGHINI COUNTACH LP400 Periscopio coupe.** S/N 1120162. Metallic blue/gray leather. Odo: 47,642 miles. Periscopio early model of the Countach. Beautiful paint and body, near perfect interior. Engine compartment clean. Cond: 1-



**SOLD AT \$363,000.** *Gorgeous color combination on a beautiful example of the trend-setting '70s space-age car. Russo sold a yellow RHD example here last year for an impressive and over-the-top \$533k (SCM# 46397). This car was just as nice, and in LHD, it's much more usable. Expensive, but not a bad deal.*

**#F461-1987 FERRARI TESTAROSSA coupe.** S/N ZFFSG17A6H0073153. Rosso Corsa/tan leather. Odo: 6,734 miles. Original near-perfect body, paint, and interior. Complete with matching luggage, books, manuals, and tools. Appears as-new throughout. Cond: 1-. **SOLD AT \$79,200.** *Values of Ferrari's '80s*



*flagship are still suffering from not quite being back in fashion yet. This was claimed to be the lowest known mileage example, but many of these haven't seen much use. Still, for less than the price of a Boss 302 Mustang, you could have had this most impressive 12-cylinder Ferrari. A decent deal for condition and mileage.*

## AMERICAN

**#F411-1956 DESOTO FIREDOME convertible.** S/N 55272233. Plum & black/black vinyl/plum & cream vinyl. Odo: 4,132 miles. 330-ci V8, 4-bbl, auto. A resprayed original car. Factory-typical panel fit, small marks on chrome only. Fitted with power steering, power brakes, clock, and factory AM radio. Very clean Hemi V8 underhood, weak hood springs. Clean interior, recent replacement top shows



well. Local Monterey car, same owner last 16 years. Cond: 2+. **SOLD AT \$73,700.** *Last seen at World Classic's Las Vegas auction in November '91, where it sold at \$28,000 (SCM# 16570). A well preserved, extremely original Firedome, and one of only 646 convertibles built. This would have made an excellent driver in this condition, and it was both well bought and sold at this price.*

**#F460-1957 CHEVROLET CORVETTE convertible.** S/N E57S100398. Venetian Red/orange & white vinyl. Odo: 80,584 miles. 283-ci 283-hp fuel-injected V8, 3-sp. Very good paint and interior, better than factory-spec panel fit. Claimed matching numbers, one of 713 283-hp fuelie cars made. Cond: 2.



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**NOT SOLD AT \$82,500.** *The 283-hp fuelie is arguably the best of the early 'Vettes. This one was not quite concours quality, and it was not quite sold at a below-market bid for its condition.*

**#S677-1957 FORD THUNDERBIRD convertible.** S/N D7FH368321. Baby blue/blue & gray vinyl & cloth. Odo: 22,762 miles. 312-ci V8, 4-bbl, auto. Restored by Blue Ribbon Restoration in 1992. Paint and trim holding up extremely well and showing no issues. Aftermarket a/c with sanitary installation. Equipped with folding soft top and porthole



hard top, fender skirts, power steering, power brakes, and power windows. Claimed original miles. Original bill of sale included. Cond: 2+. **SOLD AT \$48,400.** *Still in show-winning condition. Prices for the early T-Birds have been stagnant of late, but this was a sweet cruiser that had been well cared for, and it was ready for your Palm Springs weekend. Well bought and sold.*

**#F448-1958 CADILLAC ELDORADO Brougham 4-dr hard top.** S/N 58P036623. Black/brushed stainless/beige leather & cloth. Odo: 38,512 miles. 365-ci V8, 3x2-bbl, auto. Paint and panels in excellent original condition, interior just as good. Windshield delaminating at left upper corner. Equipped with air spring suspension, a/c, front and rear heaters, six-way



power front seat. Also fitted with Autronic eye headlight control, power side and vent windows, and power trunk release. Cond: 2+. **SOLD AT \$94,600.** *This was GM's attempt to build the best car in the world, and it was one of only 304 built in 1958. Driving this would be like driving your Grandad's two-year-old Caddy in 1960. Very well presented, and a decent deal for both buyer and seller.*

**#S613-1963 CHEVROLET CORVETTE convertible.** S/N 30867S108251. Sebring Silver/black vinyl/red vinyl. Odo: 7,439 miles. 327-ci 360-hp fuel-injected V8, 4-sp. Ten-year-old restoration with a restamped block. Cracks visible in both headlight buckets. Body seams visible, waffling on trunk lid, no dimple



on driver's side underhood drip rail suggests bodywork. Panel fit average and door finish not typical of factory production. Replated bumpers. NCRS Top Flight. Cond: 2-. **NOT SOLD AT \$67,500.** *Between the interior being very bright red vinyl and the cheap-looking top, it seemed that this car was done by someone who hadn't had a lot of experience with original examples. It started and ran well, but with the needs noted, it could have sold without too much regret here.*

**#F428-1964 APOLLO 5000 GT coupe.** S/N 1074. British Racing Green/black leather. Odo: 2,931 miles. 5.0-liter V8, 4-bbl, 4-sp. Resprayed but otherwise absolutely original. Stored 35 years, documented as owned by Milt Brown, Apollo creator. Recreation of a front-



engine Ferrari with reliable Buick nailhead V8. Borrani wire wheels fitted. Cond: 2+. **SOLD AT \$80,850.** *This was handsome in British Racing Green, and it offered brawny performance at way less cost than a comparable Italian exotic. Good looks, condition, and provenance. Top dollar for an Apollo, but excellent value nonetheless.*

**#F412-1964 CHEVROLET CORVETTE convertible.** S/N 40867S111957. Light blue metallic/black vinyl, blue hard top/black vinyl. Odo: 61 miles. 327-ci 300-hp V8, 4-bbl, 4-sp. Original paint and body with usual lousy factory gaps, paint rubbed thin in several places. Chrome worn but not worn out, stainless trim shows well. Claimed to have never been wrecked. Hard top included with car. Cond: 2-. **NOT SOLD AT \$47,500.** *A time warp 'Vette.*



*Extremely original cars like this are becoming harder to find, and the market is starting to show more interest in them. However, the originality here was not sparkly enough to attract a buyer, and it returned to its seller at a below-market bid.*

**#F429-1965 SHELBY COBRA Daytona Coupe Replica.** S/N MVIN244523IND. Viper Blue & white/black leather. Odo: 927 miles. 392-ci V8, 4-bbl, 5-sp. Almost-new Superformance Shelby in striking blue and white. 430 hp, 450 ft-lb of torque, claimed



220 mph top speed. Fitted with power steering and a/c, not legal to register in California. Cond: 2+. **NOT SOLD AT \$72,500.** *This would be great fun for a track day, and your insurance agent wouldn't have a heart attack if you prang it. This bid was under the money in terms of its build cost, but it's hard to justify paying much more for a replica.*

**#S604-1966 FORD MUSTANG coupe.** S/N 6R07T214011. Red/white vinyl/red vinyl. Odo: 267 miles. 289-ci V8, 2-bbl, auto. Fitted with dual exhaust and a/c, but no power steering or power brakes. Documented \$57k rotisserie restoration from 1997-1999 on an original Nevada car, claimed 267 miles covered since. Original badges painted, chrome replated.



Correctly random panel fit, spotless engine compartment. Mustang Grand National Gold winner in 2004. Cond: 1-. **SOLD AT \$28,600.** *A bit of an odd option package, with a GT rear valance, no Pony interior, no power brakes or steering, yet a/c and an automatic. Nonetheless, a handsome car that was well restored, and not a bad deal for an end user at this price.*

**#S610-1966 CHEVROLET CORVAIR Yenko Stinger coupe.** S/N 107376W130567. White/black vinyl. Odo: 96 miles. Immaculate restoration to 1966 specs. California car from new, claimed matching numbers and one of five Stage III Yenkos built. Extensive documentation included. Optional 7-inch rims and rollbar, rare stripe delete. Owned at one time by automotive author Richard Finch, rented by Walt

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**1954 Ferrari 250 Europa, s/n0343811.** Spectacular restoration producing Platinum at Cavallino and 3rd at Pebble Beach. Low miles. Lampredi engine built by Bob Wallace. Photo documentation. \$1,100,000



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Disney Studios and used in the movie "Herbie Goes to Monte Carlo." Cond: 1. **NOT SOLD AT \$52,500.** If you want exclusive and unusual, this was the car for you. American ingenuity at its best. This was ultra trick, but there was not enough flash to attract a buyer this time.

#S652-1966 SHELBY COBRA 427 roadster. S/N CSX3012. Silver/black vinyl. 427-ci V8, 4-bbl, 4-sp. Fully restored full competition Cobra. Documented and presented as campaigned by Lothar Motschenbacher in 1965 USRRC, later used in the Elvis Presley movie "Spinout" in 1966. Subsequently damaged in a transporter wreck in the 1970s and completely



rebuilt in England with salvaged parts and the original MSO. Cond: 1. **NOT SOLD AT \$850,000.** Last seen here in August '06, where it sold at \$643,500 in dark green livery (SCM# 42801). As one of just 22 full competition 427 Cobras built, this would make a great vintage racer, and the reconstruction work would make one less leery of running it hard. Superb condition as presented here, but this bid was all the money and then some.

#S658-1969 CHEVROLET CORVETTE L88 coupe. S/N 194379S710154. Fathom Green & black/tan leather. Odo: 47,732 miles. 427-ci 430-hp V8, 4-bbl, 4-sp. One of 216 L88s made. Unrestored, with checked, scratched, and chipped paint. Driver's door very checked, one headlight stuck in the up position. A level four survivor at Bowling Green in 2008. Cond: 4. **NOT SOLD AT \$280,000.** A wonderful rat... and the car to have for Corvette guys who



value originality over restoration. Why "fix" it? Considering all that was factory here, the seller can't be faulted for hanging on to it at this price.

#S635-1969 CHEVROLET CAMARO Z/28 coupe. S/N 124379L512831. Silver & black/black vinyl. Odo: 29,397 miles. 302-ci V8, 2x4-bbl, 4-sp. Full restoration 200 miles ago. Excellent paint and body, superb interior. Fiberglass hood, no power steering or a/c. JL8 rear disc brakes, Cross Ram 4-bbl carbs, 4.10



Positraction rear end. One owner for the past 20 years, engine numbers claimed matching. Cond: 1. **NOT SOLD AT \$95,000.** A rare edition of the Z/28 Camaro in show-ready condition. This was a handsome color combination, but it may have not been loud enough for the potential buyers at this sale. High bid was light considering the options and condition.

#F470-1970 CHEVROLET EL CAMINO SS 454 LS6 pickup. S/N 136800B131181. Black/black vinyl/black vinyl. Odo: 14,541 miles. 454-ci V8, 4-bbl, 4-sp. Fitted with no power steering or a/c. Straight body, good repaint, original vinyl top showing very well, later Tonneau cover. Baggy replacement seat



covers. Clean underhood, replacement engine fitted. Cowl induction hood. Cond: 2-. **NOT SOLD AT \$48,000.** El Caminos continue to lag behind Chevilles and Camaros in the marketplace. This was a good looking truck, but no power steering or a/c in a black on black car were big strikes. This offer was more than fair considering the non-original engine.

#F440-1970 CHEVROLET CHEVELLE SS 454 LS6 2-dr hard top. S/N 136370K154677. Silver & black/black vinyl/black vinyl. 454-ci V8, 4-bbl, 4-sp. Fitted with power steering, power brakes, gauge package, Cowl Induction, 4.10 rear end, and no a/c. Documented matching numbers with original build sheet. Full restoration shows well, aside from minor dirt in paint on right hand door. Excellent interior done to stock specs. Cond: 2+. **SOLD AT \$102,300.** Last seen at Mecum's



Kansas City auction in December '06, where it sold at \$78,750, rated at a 2- (SCM# 43768). A complete matching-numbers big-block LS6 example of Chevy's most notorious muscle car. This was very nice overall and ready to go or show, but a lack of a/c hurt a little if the new owner was planning to go more than show.

#F462-1970 FORD MUSTANG Boss 302 fastback. S/N 0F02G136213. Yellow & black/black vinyl. Odo: 48,202 miles. 302-ci V8, 4-bbl, 4-sp. Fresh rotisserie restoration. Immaculate paint, good gaps for a Mustang, perfect interior. Fitted with Shaker hood as well as deck and chin spoilers. Power disc brakes,



no a/c. As-new chassis and engine compartment. Original dealer invoice included. Cond: 1. **SOLD AT \$82,500.** Yet another beautiful restoration on a Boss 302 Mustang. The market is still not especially stable when it comes to muscle cars, but the very best still bring decent numbers. This one was excellent from top to bottom, and the price paid was not excessive considering the quality of the work completed.

#F442-1987 BATMOBILE coupe. S/N 1G1BN51H4HX131911. Black/black vinyl. 350-ci V8, 4-bbl, auto. Special-bodied 1987 Chevrolet Caprice used as prop for the 1989 Batman movie. California title. Cond: 2. **SOLD AT \$130,000.** This was the crowd pleaser of



the auction, especially so for the eight-year-old set. An interesting prop, but just because it has valid registration does not mean it's actually even remotely usable. The ultimate model for the Batman collector, and both well bought and sold. ♦



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**ASTON MARTIN V8 VANTAGE 'FACTORY PROTO-TYPE OSCAR INDIA' COUPE, 1977**, VIN# 3495, V8 11870/PCAV. Engine # V15401870TV is the factory prototype 'Oscar India' Vantage. FHD. \$100,000 in recent years to keep in proper condition throughout, currently housed in the UK and available for immediate delivery. **\$P.O.A.**



**FERRARI 250 GT TDF BERLINETTA PININFARINA SPECIALE, 1954**, Blue with Blue interior. Freshly serviced, Full history, 5-speed transmission. Chassis # 03830T is regarded as the very first Tour de France completed and one of a handful of early examples completed by Pininfarina rather than the later Scaglietti bodied cars. **\$P.O.A.**



**FERRARI F40, 1990**, Red, 4,000 miles from new, 5-speed transmission, Tubi sport exhaust system, superb, fully serviced throughout, complete with Ferrari Classiche Certification, as new. **\$P.O.A.**



**ASTON MARTIN DB6 COUPE, 1969**, Dark Blue/Blue. Restored, 5-speed manual, Vantage specs, Air conditioning, converted properly from RHD-LHD, Harvey Bailey Handling kit, in superb serviced condition. **\$P.O.A.**



**FERRARI 365 GTB/4 DAYTONA SPYDER CONVERSION, 1969**, Black/Tan/Black top, restored. Spyder conversion by European Auto Restorations. Fully serviced **\$P.O.A.**



**PORSCHE 911 CARRERA RS TOURING, 1973**, White/Blue Graphics, 911 360 1189 is matching numbers, restored, a Team Lowenbrau Car, rare 110 liter plastic fuel tank, lightweight Glasteel glass, as an RS should be throughout. **\$269,000.00**

Aston Martin DB6 Volante, 2006, Dryx Black/Sandstorm/Black top, 8k miles, F1 trans. ....	\$137,500.00	Aston Martin V8 Vantage, 1979, Red/Natural, 5-speed, 1 of 23 rare Flip Tail models .....	\$P.O.A.
Aston Martin Vantage, 2003, Tungsten/Charcoal, 5k miles, F1 gearbox .....	\$139,000.00	Aston Martin V8 Coupe, 1976, Met. Green/Magnolia, 82k miles, Auto, Sunroof .....	\$67,500.00
Aston Martin DB7 Vantage Volante, 2002, Chiltern Green/Fawn, 8k miles, Touchtronic .....	\$82,500.00	Beck Porsche 356 Speedster recreations, several to choose from, see website, priced from ..	\$38,450.00
Aston Martin Vantage, 2002, Tungsten/Blue, 25k miles, AM, Works Service 6-speed! ....	\$142,500.00	Jaguar XK-140 Drophead, 1957, BRG/Green/Black top, 4-spd, restored .....	\$145,000.00
Aston Martin DB7 Vantage Volante, 2002, Rannoch Red/Parchment, 14k miles, Auto .....	\$79,500.00	Jaguar XK 120 Roadster, 1953, British Racing Green/Tan/Tan top, 4-spd, Restored .....	\$120,000.00
Aston Martin DB7 Vantage Volante, 2001, Aston Green/Ivory, 8k miles, Touchtronic ..	\$79,500.00	Lamborghini Murcielago Roadster, 2006, Blue/Parchment, 4k miles, E-gear .....	\$245,000.00
Aston Martin V8 Vantage Widebody Coupe, 1992, Red/Tan, 14k miles, Auto, Rare-As new .....	\$P.O.A.	Porsche 997 GT3 Cup Race Car, 2008, Gulf Colors, Fresh low hours on engine/gearbox ...	\$210,000.00
Aston Martin V8 Volante, 1988, Dover White/Oxblood/Black top, 11k orig. miles, Auto .....	\$118,500.00	Porsche 3.8 RSR, 1993, 1993 Spa Francorchamps winner, # WPOZZZ96ZP5496062 .....	\$180,000.00
Aston Martin V8 Vantage Volante, 1987, Red/Tan/Tan top, 36k miles, Auto .....	\$130,000.00	Porsche 356 SC-GT Coupe, 1964, Silver/Black, 1 of 6 manufactured .....	\$P.O.A.
Aston Martin V8 Volante, 1983, Pewter/Blue/Blue top, 20k miles, Auto .....	\$76,500.00	Porsche 911 2.8 RSR, 1973, Light Yellow, Restored, 1973 Sebring 4th Overall, Perfect .....	\$P.O.A.
Aston Martin V8 Vantage O.I. Coupe, 1980, Silver/Blue, Full Spec., 5-speed .....	\$P.O.A.	Superformance Cobra MK III Rdst; Red/Black, New, registered 1965 .....	\$62,000.00

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# The Pebble Beach Auction

Cars that had been pampered in private collections for years headlined the sale, including the Williamson Bugatti Collection



Bugatti Type 57SC set a North American auction record at \$7.9m

<b>Company</b>	Gooding & Company
<b>Date</b>	August 16–17, 2008
<b>Location</b>	Pebble Beach, California
<b>Auctioneer</b>	Charlie Rose
<b>Automotive lots sold / offered</b>	115/141
<b>Sales rate</b>	82%
<b>Sales total</b>	\$64,790,300
<b>High sale</b>	1937 Bugatti Type 57SC Atalante, sold at \$7,920,000
<b>Buyer's premium</b>	10%, included in sold prices

Report and photos by Jérôme Hardy  
*Market opinions in italics*

Once again, Gooding & Company was top dog among this year's Monterey auctions. David Gooding and auctioneer Charlie Ross sold 115 of 141 cars at a \$563,000 average, up 12% compared to 2007, for a total of \$64.8m.

Several key elements contributed to this progress. Cars that had been pampered in private collections for years headlined the sale, including the Williamson Bugatti Collection (profiled on p. 34) and the "Sleeping Beauty" Alfa Romeo 6C 2300 Mille Miglia. The Pebble Beach Best-in-Class-winning Alfa made an expensive \$2.6m, while the Williamson Collection accounted for \$15.6m of this year's final total, including a \$7.9m 1937 Bugatti Type 57SC Atalante—a North American auction record and the high sale of the weekend.

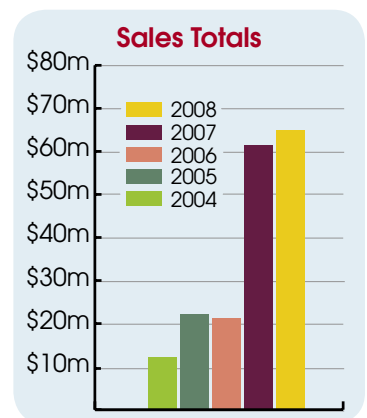
Gooding's presentation was again well thought out and nicely executed. Three huge white tents remained immaculate throughout the sale, and the location was just a ten-minute walk from the Lodge at Pebble Beach. All cars were parked in the same order as in the catalog, which made viewing the lots easy. On Saturday and Sunday from 6 pm until about 9:30 pm, 1,000 guests faced three huge screens, with catering and drinks provided throughout the sale. Most cars drove onto stage, some following movie trailers that helped give a visceral driving experience to tempt potential bidders. Most Saturday cars sold without reserve, and the enthusiasm carried over to Sunday, when the highlight cars crossed the auction block.

Seventeen Brass Era cars were offered and 16 sold, including a 1901 Packard Runabout at \$214,500, a 1907 Thomas Flyer from the Harrah Collection at \$1m, and an original 1914 Stutz Bearcat at \$1.4m. A total of 46 cars built between WWI and WWII were also offered, ranging from a \$429k 1920 Rolls-Royce Silver Ghost roadster found in San Francisco after 40 years of preservation to a 1931 Alfa Romeo 6C 1750 Gran Sport Spyder, which made \$1.3m. Thirty-seven of these cars sold for a total of \$31m, or an average of \$850k per car—by far the highest of any category.

Seventy cars from 1941 to 1973 were also offered, ranging from a 1941 Cadillac Series 62 convertible that made \$110k to a 1972 Ferrari 365 GTB/4 Daytona coupe that sold at \$363k. Of the 70, 52 cars sold in this group for a total of \$21m. High sales were Ferraris, including a 1959 250 GT LWB California Spyder at \$3.4m, a 1950 166 Berlinetta Le Mans at \$2.2m, and a 1967 275 GTB/4 at \$1.4m. Also notable was the Gulf Oil 1962 Chevrolet Corvette racer, which in full race trim made an exceptional \$1.5m.

Notable no-sales included the 1934 Triumph Dolomite 8C 2400 Grand Sport at \$2.3m, a 1965 Shelby GT350 R fastback at \$600k, a 1913 Mercer 35J Raceabout at \$925k, and a 1955 Jaguar D-type that failed to find new ownership at \$2.7m.

This year's final total of \$64.8m for 115 cars easily surpassed last year's \$61.3m total for 122 cars, which was itself a remarkable achievement for Gooding. As was the case last year, the company certainly had the right mix of consignments for its Pebble Beach audience, and again, the results achieved here speak for themselves. ♦





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**CZECH**

#154-1950 **TATRA TATRAPLAN T-600 4-dr sedan.** S/N 71804. Black/red & white cloth. Odo: 26,856 miles. One of 168 Tatrás that entered Canada new in 1950. Discovered in dry storage in 1987 with 20,000 miles. Exported to the U.S. to benefit from bare metal repaint, and still looking excellent today. Hardly used since, with genuine miles recorded. Interior



fully original, cloth ripped on top of back seat. Engine bay clean. An oddity that can carry up to six passengers and luggage, albeit very slowly. Cond: 2-. **SOLD AT \$52,800.** Offered without reserve, with a sale price far below the \$75k low estimate. Expensive for an oversized early Beetle, but cheap for a unique piece of Eastern European machinery that will feed discussions for years to come. Well bought and sold.

**ENGLISH**

#131-1925 **ROLLS-ROYCE PHANTOM I Barker Boattail torpedo.** S/N 9LC. Eng. # HC55. White, black, & woodgrain/dark green leather. RHD. Odo: 56,267 km. Coachwork by Barker. Outstanding example of a one-off Maharaja of Jodhpur Rolls-Royce built for tiger hunting and restored perfectly to its original condition, including two rifles fitted on passenger's side. Sporty light-weight three-seat body with rakish low screen on an efficient Phantom I chassis. Condition faultless, with



excellent paint and wood to exterior. Interior and engine bay spotless. Cond: 1. **SOLD AT \$1,210,000.** Last seen at The Auction's Hershey sale in October '01, where it sold at \$176,000 (SCM# 22625). Maharaja Rolls-Royces are not particularly rare, as they collected them by the dozens. Still, this one had an innovative design and was in beautiful condition throughout. A nice entry for any concours, with nice stories to dream about... buy a stuffed tiger and lay it on the hood. Well bought and sold.

#163-1926 **ROLLS-ROYCE SILVER GHOST Piccadilly roadster.** S/N S255PL. Eng. # RRCCWM602. White/tan cloth/red



leather. Odo: 3,863 miles. Coachwork by Brewster. Original limousine body replaced by a genuine Piccadilly roadster long ago. Restored to the highest standards 15 years ago by Frank Cooke and Enfield Restoration, then stored carefully and unused. Recently recommissioned. Excellent in every detail. Cond: 1. **SOLD AT \$319,000.** Sold at close to double the high estimate of \$175k, and deservedly so. Although underpowered, these cars deserve more than what the market allows today, and this one's white and red color combination fit perfectly with the Gatsby image it carried. Well bought.

#146-1929 **BENTLEY 6½-LITER Sedan coupe.** S/N WT2271. Eng. # SB2762. Dark green & black/black leather. RHD. Odo: 3,459 miles. Coachwork by Motor Bodies, Ltd. One of only 13 with its original coachwork, as most have been converted with Le Mans bodies. History known. Restored to the highest standards in 1968, after which received Supreme Champion award at the Bentley Driver's Club



Kensington concours. Carefully used since. Very good condition with only slight patina of a 40-year-old restoration. Keen attention to detail with open canvas roof, curtain for rear window, and carved leather door pouches. Engine bay well detailed. Cond: 1-. **SOLD AT \$561,000.** Sold quite below the low estimate of \$700k. This would make the perfect touring car, as it's efficient, classy, and will get you noticed. Very well bought, and not far from a bargain.

#114-1930 **BENTLEY 4½-LITER Blower torpedo.** S/N MS3928. Eng. # SM3921. British Racing Green/dark green leather. RHD. Odo: 2,085 miles. One of only 50 original Blower chassis, and one of 43 remaining. History fully known. Born with a drophead coupe body by Gurney Nutting, rebodied in the '70s with current Birkin Team coachwork. Original engine crankcase and block recently replaced with restamped updated components. Engine bay spotless, rest of car is original. Interior fitted with new leather and a fighter-plane array of Jaeger instruments. Cond: 2. **SOLD AT \$1,760,000.** Sold at the low estimate. Gooding



& Co sold an unmolested truly original Blower for \$4,510,000 at the same venue in 2007 (SCM #46587), and at nearly one-third of that price and seemingly in ready-to-run condition, the car offered here can be considered a good deal.

#107-1930 **ROLLS-ROYCE SILVER GHOST roadster.** S/N 36PE. Eng. # M174. Dark green & black/tan cloth/dark brown leather. RHD. Odo: 3,649 miles. Coachwork by Barker. San Francisco "garage find" roadster with only two owners from new. Carefully placed on blocks in 1937 with oil in cylinders and fluids drained (maybe after an unfortunate encounter, as left side fender and running board are crushed), unused since then. Interesting design with seating for four in the back through pop-up seats. Obviously all original, including



the underlayer of San Francisco dust below a layer of more modern dust. Stated to run well. Cond: 4-. **SOLD AT \$429,000.** Five large "DO NOT DETAIL" signs were posted in the car during the auction preview. I agree that there is nothing more rewarding than driving an unrestored, clean, carefully maintained automobile, but I don't understand the pleasure of driving a scruffy-to-the-extreme, smashed, and presumably unreliable car. This would be impossible to keep "as is" if you intend to use it, and it had too much original patina to restore. The market is still fascinated with preservation, but this was well sold at this price.

#149-1934 **TRIUMPH DOLOMITE 8C2400 Grand Sport roadster.** S/N HSM2003. Eng. # HSM2003. Black & burgundy/tan leather. RHD. Odo: 846 miles. One of three chassis built. An improved copy of the Alfa 8C 2300 Monza built in 1934, with supercharger. 1934 Olympia Show chassis rebuilt in 1979 using other original body as a model, and not used since. In stunning condition, with excellent paint, panel fit, engine detailing, and chrome chassis components. Looks even better than an Alfa 8C. Cond: 1. **NOT SOLD AT \$2,300,000.** One of only two cars in existence, and interesting from a historical and technical



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1967 CHEVROLET CORVETTE ROADSTER 307 C  
4 spd. Stunning \$59,500



2003 ASTON MARTIN VANQUISH  
Midnight Blue, 17K miles, records, recent tires & service  
\$29,500



1996 PORSCHE 911 COUPE  
Midnight Blue/Grey, 19K, 6 speed Supers \$46,900



1966 SHELBY GT 350  
4 speed. Restored. Supers \$199,500



1967 FERRARI 330 GTC  
Black/Black. Just serviced. \$235,000



1970 DODGE CHALLENGER  
#1's match, A/C, P/S, P/B. \$79,500



1961 MGA  
Red/Black leather. Great driver. \$26,500



1958 JAGUAR XK150 DROP HEAD  
Highly restored. \$115,000



1974 JAGUAR V12 E TYPE  
4 speed, A/C, C/W/W \$47,500



2000 PLYMOUTH PROWLER  
16,000 miles. Chromes. \$32,500

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point of view. No racing history. Beautifully executed and well sorted, this is potentially a good contender in current historic racing if it is accepted. For sure a good concours car. It may deserve more than the high bid, but considering the last 8C 2300 in the SCM Platinum database sold at \$2.8m (SCM# 45863), this bid was plenty.

**#165-1934 ROLLS-ROYCE PHANTOM II Sedan** de Ville. S/N 171RY. Eng. # WQ45. Black/red leather & gray cloth. RHD. Coachwork by Thrupp & Maberly. Commissioned by a French high-society lady, delivered in France. Escaped German occupation via Biarritz en route to New York City, finally ending up in Hollywood. Needless to say,



there were probably many secrets exchanged on the back seat. Restored to the highest standards in 1985, rewarded by the Lucius Beebe Award at Pebble Beach in 1988. In superb condition. Cond: 1. **SOLD AT \$269,500.** Sold above the high estimate of \$225k. This car had all sorts of presence, and was very effective in displaying what high-society life must have been like in the '30s. Well bought.

**#148-1935 BENTLEY 3½-LITER Aerodynamic sedan.** S/N B103CW. Two-tone gray/dark red leather. RHD. Odo: 785 miles. One of two with coachwork by Rippon Brothers, and the only one remaining. Fully original and exquisitely restored with great attention to detail. Jewel-like interior, engine bay



detailed. Undercarriage as new. Cond: 1-. **NOT SOLD AT \$230,000.** Last seen at Bonhams' Carmel auction in August '07, where it sold at \$194,000 (SCM# 46241). This car may not have the raw power of its larger sisters, but it definitely has the grace. The seller was right in keeping it at this price.

**#156-1955 JAGUAR XKD-TYPE sports racer.** S/N XKD513. French Racing Blue/black leather. RHD. Odo: 31,732 miles. Ex-works Jaguar D-type sold to French team Equipe Los Amigos for 1957 Le Mans entry, finished 3rd. Damaged during Le Mans 1958, then fitted with 3-liter engine. Current replica coachwork of the original built in the mid '70s by experts Lynx in England using original subframes and many



parts. Le Mans 3-liter engine then replaced by a "conventional" 3.8-liter powerplant, and provided with the car. In ready-to-go condition, with no issues aside from light wear. Cond: 1-. **NOT SOLD AT \$2,700,000.** This would be the price for one of the "regular" 87 D-types with an original body and without significant racing history. This one had a tremendous racing history, but it lost most of its components in the process. It was worth more than this bid, so the seller was right in holding on here.

## FRENCH

**#35-1925 BUGATTI TYPE 35A/51 Grand Prix racer.** S/N 4654. Eng. # 31. Polished aluminum/tan leather. RHD. In short, a bitsa of a Type 51 and 35 chassis with a 55 supercharged engine and a polished aluminum replica body created by Bunny Phillips for track use only. Looks sharp at all angles, with immaculate



polished chassis and engine bay. Little original here, but a nice piece of hardware. From the Williamson Collection. Cond: 1. **SOLD AT \$907,500.** Offered without reserve, this price was well below the low estimate of \$1.3m, making this a definite bargain for the end user—even if the car is a bitsa.

**BEST BUY #29-1926 BUGATTI TYPE 35/MILLER V8 racer.** S/N 4748. Burgundy/red leather. One-off imagined and created by America's first Bugatti dealer, Overton A. Phillips. At the start a regular 1928 Type 35, fitted in 1938 with two joined 4-cylinder blocks, creating the V8 Miller. Raced with some success from 1940 to 1946, when it dropped a connecting rod while in 7th place at the Indy 500. Sat unused until acquired by Williamson in 1994. Ford rear axle and trans-



mission fitted, plus modern-looking gauges. Immaculate, and ready for show, rally, or track. From the Williamson Collection. Cond: 1. **SOLD AT \$522,500.** Offered without reserve, this sold for half of its \$1m mid-estimate valuation. It's an oddity that would surely gather all kinds of attention at any event, and at this price, no harm was done here.

**TOP 10 No. 10**

**#30-1932 BUGATTI TYPE 55 roadster.** S/N 55201. Eng. # 1. Cream & black/black canvas/dark brown leather. RHD. Odo: 7 km. The first 55 out of Molsheim, identified by its louvered Figoniet Falaschi hood. Unfortunately stripped of original coachwork at some point, replacement Type 55 body rebuilt from scratch in the mid-'60s using another original as a model. Acquired by Williamson after this rebuild and enjoyed extensively as-is since. Paint cracked in places, steering wheel



cracked, some chrome faded. Wood dash and gauges all clean. Engine bay dirty with apparent oil leak. No more a show car as in 1973, but a true driver with the right patina. Cond: 2. **SOLD AT \$1,760,000.** The first original 55 chassis, albeit fitted with a replica body and some later components, including the wheels. An original Type 55 sold for \$3.2m at Bonhams' Monte Carlo sale in May '08, and a true replica sold at RM's sale of the Ponder Collection in April '07 for \$693k (SCM# 44887). Based on that information, I would call this well bought.

**TOP 10 No. 1**

**#27-1937 BUGATTI TYPE 57SC Atalante coupe.** S/N 57511. Eng. # 17S. Olive green & cream/tan leather. RHD. Odo: 70,944 km. Converted to SC specs either by the factory or one of its early owners. Dry-sumps supercharged 200-hp engine, lowered frame with rear axle passing through it. Known history, beautifully restored in 1974 with 100% of its original components. Thirty-five-year-old restoration has aged well, although some paint cracks are visible. Driver's door slightly off, interior with excellent patina and complete Jaeger dash. Some pitting inside headlights. Engine bay detailed. A 120-mph car in 1937.

Since their introduction in 1967, the beautiful, mid-engined 206/246 has been loved by sports car enthusiasts all over the world. Today, affection for the "baby" Ferrari continues, in fact, Dino prices have enjoyed impressive appreciation. This particular Dino is a nice, original USA 246 GTS (the "S" stands for Spider) showing just 33,879 miles on the odometer. This '74 was built at the end of the production run with "chairs" (Daytona Seats) and factory A/C. The car was repainted some time ago and is very nice and presentable. All of the original Dino badges are intact with out any additional Ferrari tags. We just completed a full mechanical inspection along with some minor work so this Dino drives as it should. The interior is really beautiful and very original further supporting the low odometer reading. The car includes the Jack, Targa Top Cover and a reproduction Owners Manual. Offered at \$209,900. See more pictures on our website.

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## 1974 Ferrari Dino 246 GTS



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**1957 Mercedes-Benz 300SL Roadster #7500567**

Red /Tan. Older restoration in wonderful condition. Has competed 5 California Mille type events with no problems. Drive anywhere.



**1960 Mercedes-Benz 300SL Roadster #002479**

Blue/Tan. Numbers matching, original hardtop. Restored to original color combination in early '90s. One owner car, bought new in 1960.



**1956 Porsche 356A Speedster #82209**

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From the Williamson Collection. Cond: 2+. **SOLD AT \$7,920,000.** A "regular" Atalante is worth \$1m, and rumor has it that \$16m will be required to acquire Williamson's 57SC Atlantic—which is one of three built from new. Let's agree that a 57S Atalante with the compressor at \$8m is reasonable.

**#32-1939 BUGATTI TYPE 57C Atalante coupe.** S/N 57624. Eng. # 448. Red & black/Chocolate leather. RHD. Odo: 6,414 km. History known. Upgraded to C specifications at the factory in Molsheim in 1952. Acquired by Williamson in the mid-'60s, restored at that time in the current livery. Today in a condition



aligned with this well-executed 50-year-old restoration, including some aging to paint and patina to leather interior. Engine leaking some oil. Offered without reserve. Cond: 2+. **SOLD AT \$880,000.** This car showed only minor needs, and the price paid fell just below the low estimate of \$900k. A fair deal for an Atalante C in this condition.

**GERMAN**

**#112-1936 MERCEDES-BENZ 500K Cabriolet B convertible.** S/N 130878. Cream & brown/black cloth/tan leather. Odo: 2,283 miles. Coachwork by Sindelfingen. A mix of cabriolet and roadster style on the superlative 500K chassis. The quality of the original



Sindelfingen coachworks was above anything else at the time; restoration here still looks excellent but for the front grille, which may benefit from refinishing. An elegant if not truly sporty 500K. Cond: 2+. **SOLD AT \$1,045,000.** This car was imposing, well built, and in excellent condition overall despite a slightly aging restoration. A fair price.

**#150-1956 MERCEDES-BENZ 300SL Gullwing coupe.** S/N 1980406500176. Eng. # 1989807500440. Silver gray/red leather. Odo: 52,871 miles. Originally white with red leather. In America since day one. Today silver gray with red leather, and in show condition throughout. No Rudge wheels, but optional period Nardi wheel and Becker radio.



Extremely well fitted with aftermarket a/c system that looks factory inside both engine bay and interior. Original motor replaced by later 300SL unit at some point. An extremely nice car in an appropriate color combination. Cond: 1. **SOLD AT \$577,500.** Sold at the low estimate. To be compared with the silver SL that sold for \$557,225 in Monaco, also fitted with a non-original engine (SCM# 116681). See the SCM profile, September 2008, p. 54. This car brought \$20,000 more, and really only differed in its a/c unit. Market correct today.

**#152-1956 PORSCHE 356A coupe.** S/N 55752. Eng. # 60977. Fjord Green/fawn leather. Odo: 658 miles. Fresh \$70k nut-and-bolt restoration to excellent standards and showing very nicely. All correct with factory radio. Flawless



chrome, paint, glass, engine compartment, and interior. Cond: 1. **SOLD AT \$61,600.** Offered without reserve, this car sold below the low estimate of \$70k, and it was definitely a good deal at that price. This buyer should be happy.

**#164-1957 MERCEDES-BENZ 300SL roadster.** S/N 1980427500193. Eng. # 1989807500225. Rubine Red/black cloth/brown leather. Odo: 42,183 miles. Numbers-matching fully-restored 300SL roadster. Originally white, switched to red during complete body-off restoration in 1977. Hardly used since, if at all, with spotless undercarriage. Amazing better-than-new condition. Clock ticks loudly, leather slightly dry, Rudge wheels fitted. Engine bay detailed with polished intake. Complete with jack, tools, and manuals. Cond: 2+. **SOLD AT \$704,000.** This is the second time at auction this year that an SL roadster beat the \$700,000 mark, including a similar car in blue that sold at RM Phoenix in January '08 for \$742,500 (SCM# 48691). This is more money than it takes to buy a Gullwing, and to me, the Gullwing deserves more. This



price was expensive considering close to 2,000 SL roadsters were produced between 1957 and 1963.

**#24-1960 MERCEDES-BENZ 220SE convertible.** S/N 12803010003042. Eng. # 127983000444. Grass Green/tan cloth/dark brown leather. Odo: 42,474 miles. One of 1112 convertibles built between 1959 and 1960, using craftsmanship reminiscent of the former 300SC class. Restored by Paul Russell in 1998 and still



in excellent condition throughout. Gorgeous woodwork inside, deep wool carpeting, tight tan soft top. An excellent grand cruiser. Cond: 1. **SOLD AT \$198,000.** These are extremely well built, but to my eye they lack elegance, top down or up. Not sporty, not status symbols—just a car in between. That said, this was very well done, and the buyer can't be faulted for buying it at under the \$200k low estimate.

**ITALIAN**

**#137-1930 ALFA ROMEO 6C 1750 Gran Sport spider.** S/N 8513064. Eng. # 8513064. Red/black leather. RHD. Odo: 2,003 km. Coachwork by Zagato. Early history unknown, fully documented after arrival in the U.S. in 1960. Restored in the '80s to high standards with engine enlarged to 1,831 cc. Took 4th place at the Historics at Laguna Seca in 1985



with Phil Hill at the wheel, shown later that week on the lawn at Pebble Beach. Today in great shape overall and ready for track, rally, or race. Cond: 1. **SOLD AT \$1,265,000.** The second 6C 1750 GS, offered on Sunday (lot 44 being offered on Saturday), this sold for slightly less. Regardless of the reason why, this was a safe buy at this price.

**#44-1931 ALFA ROMEO 6C 1750 Gran Sport spyder.** S/N 10814368. Eng. #





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10814368. Black/dark brown leather. RHD. Odo: 88,631 km. Coachwork by Zagato. One of the few late Series V 6C 1750s, of which 400 were built. Most history known. A pre-war race car still wearing its original bodywork, now restored in concours condition and showing no faults. Interior prepared for modern rallying with period-correct big Jaeger tachometer and computerized tripmaster. Engine bay spotless. Beautiful and classy in this unusual black livery. Cond: 1. **SOLD AT \$1,320,000.** *First seen in red at Christie's Lyndhurst sale in April '98, where it sold for \$398,000 (SCM# 6085). Not sold at Christie's Pebble Beach sale in August '99 at \$220,000 (SCM# 2690), still in red, then with a reported replacement block. Sold at Christie's Pebble Beach sale in August '03 for \$447,000 (SCM# 36234) after complete restoration in the current livery. Gooding sold a similar Fifth Series Zagato 6C 1750 in Scottsdale this past January for \$1.5m, so this price seems reasonable.*

**TOP 10 No. 6** #116-1938 ALFA ROMEO 6C 2300 Mille Miglia coupe. S/N 815053. Eng. # 824007. Black/dark green leather. RHD. Odo: 821 km. One of 106 6C 2300s bodied by Touring using early Superleggera techniques. Resurrected from an advanced "barn find" decomposition state from the Michel Dovaz Collection in the '90s. Back to life in a much better than new condition, using many original parts. Extraordinary craftsmanship resulted in Best in Class at Pebble Beach in 2007. Cond: 1. **SOLD AT \$2,585,000.** *This car*



*was heavily promoted by Gooding prior to and during the auction, and no estimate was given in the catalog. The 2300 Mille Miglia model is indeed interesting, but it's not an "iconic" design, and although it is not common, it's also not unique. This particular car had an interesting story, but there was no racing history or famous past owner to justify the price paid here. Expensive, as the same money would buy the Ferrari 166MM Berlinetta Le Mans offered as lot 42—arguably a more important car.*

**TOP 10 No. 8** #42-1950 FERRARI 166 MM Berlinetta Le Mans coupe. S/N 0066M. Eng. # 0066M. Red/tobacco cloth. RHD. Odo: 46,734 km. One of seven Touring-bodied 166 MM Berlinettas. History fully known, successfully raced from day one up to 1955. Followed numerous honorable owners, including Anteo Allazetta and John Bond.



Fully restored to the highest level from 2000 to 2005, and ready for the road or the show. An important early Ferrari in mint condition. Cond: 1. **SOLD AT \$2,200,000.** *This Touring design is an acquired taste, especially from the rear. Based on rarity, model significance, example history, and condition, I feel that this was a no-risk purchase. Well done for both parties.*

#151-1952 LANCIA 2000 B52 AURELIA coupe. S/N B521055. Eng. # 3832. White & Ocean Blue/white leather. RHD. Odo: 13,335 km. One of three cars designed by Boano's son, who was then working for Ghia. Introduced at the 1953 Turin Motor show. Strongly influenced by American hot rodders with low roofline and subtle detailing, supported by efficient Aurelia chassis. In excellent condition, ready for



show or drive. Striking color combination, interior matching outside with color-coded steering wheel. Engine bay of a driver, with some use evident. Cond: 1-. **SOLD AT \$81,400.** *First seen at Gooding's Palm Beach sale in January '06, where it failed to sell at \$85,000 (SCM# 40537). Seen again at RM's Boca Raton sale a month later, where it again failed to sell, this time at \$71,000 (SCM# 40904). Here it sold for \$81,400, which was well below the \$100k low estimate. Offered without reserve, bids stalled for a couple minutes at \$35,000 before hitting this level. Well bought.*

#118-1955 LANCIA AURELIA B24S Spider America. S/N B24S1180. Eng. # B241242. Off white/red leather. Odo: 4,493 miles. One of 240 built, history known from new. Restored to high standards and still faultless. Optioned with Nardi carb kit, additional headlights, and wide-hub Borrani. Engine bay and undercarriage spotless, interior clean and



well-fitted. The symbol of "La Dolce Vita" in a casual color combination, ready to enjoy. Cond: 1. **SOLD AT \$572,000.** *Lancia was one of the featured marques at this year's Pebble Beach Concours, which helped emphasize the company's excellence in chassis and coachwork design. The B24 Spider America is a gorgeous car, and this excellent example deserved the money bid here. Market correct.*

#140-1957 FERRARI 500 TRC sports racer. S/N 0670MDTR. Eng. # 0670MDTR. Red & yellow/red leather. RHD. Coachwork by Scaglietti. The 6th of 17 500 TRCs built, and the only one with Ferrari factory certification. Excellent provenance includes five Targa Florio and the Monte Pellegrino Hillclimb, which it won in 1964 with Mario Tropia at the wheel. Six owners from new. Back in the



U.S. in 2003, \$470k restoration now mellowing nicely. Excellent throughout, with no issues noted aside from light patina. Cond: 1-. **NOT SOLD AT \$3,200,000.** *This car sold at RM Monterey in 2006 for \$2,285,000 (SCM# 42568). I doubt that much had been done to the car in the time between its last appearance and here, although the paint scheme had been modified slightly and the car had competed in vintage racing at the Monterey Historics, the Wine Country Classic, and several Cavallino races. A \$800,000 gain in two years looks OK to me, but the current owner may be right in waiting for an even better return.*

**TOP 10 No. 5** #133-1959 FERRARI 250 GT LWB California spyder. S/N 1489GT. Eng. # 1489GT. Black & red/red leather. Odo: 98,313 km. One of 51 LWB cars built between '58 and '62, complete history known. Incredibly long lasting restoration by Bob Smith in the early '90s, participated in multiple Colorado Grands over the past 15 years. Flawless today and 100% correct, with a Platinum Award at the 1999 Cavallino Classic. Drives well, with an additional 20 km added to the odometer between Thursday and auction day. Covered headlight conversion done at restoration. Excellent throughout. Cond: 1. **SOLD AT \$3,630,000.** *This was on the same level as the red LWB Spyder in #1 condition that sold for \$3.6m at RM's Maranello sale in April '08*

# Glovebox Notes

A brief look at cars of interest that have passed through the SCM stable. ★★★★★ is best.



Three-pedal DBS and Sequoia SCM hauler

## 2008 Aston Martin DBS V12

**Price as tested:** \$265,000

**Likes:** Evil exhaust note, solid structure, decent view from cockpit, Hand of God brakes, beautifully stitched leather and Alcantara interior, and over 500 hp delivered via a real 6-speed manual, which I applaud Aston for offering. You can tell me all day long that an SMG and paddle shifters are more efficient and smarter than I am. I don't care. If it doesn't have three pedals, I don't want it. A real manual transmission separates the committed from the poseurs and those looking for a fashion accessory rather than a sports car.

**Dislikes:** I'm reaching here, but I could have lived without the tach needle that spins counterclockwise to the speedo, the balky fly-off handbrake and the Swarovski crystal "key." Can't I just have a stamped metal key to turn?

**Fun to drive:** ★★★★★

**Fun to look at:** ★★★★★

**Overall experience:** ★★★★★

**Verdict:** Makes a compelling argument for getting very rich by any and all means necessary. I'm amazed at how user-friendly exotics have become over the last ten years. A generation ago, Road & Track had about a 50/50 chance of getting through a test without something major breaking, overheating, or otherwise failing. You could easily drive this Aston every day.—*Rob Sass*

## 2008 Toyota Sequoia Limited

**Price as tested:** \$53,280

**Likes:** Comfortable, fast (0 to 60 mph in 6.7 seconds), 381-hp V8 and 6-speed auto reportedly gets better mileage than smaller 4.7-liter/5-speed combo. Great brakes, excellent feel from electronic power steering. Air-bagged, multi-link rear suspension combines decent handling with three ride heights. Yawning 120 cubic foot capacity with seats folded. 3rd seat big enough for adults. Locking central diff for real off-roading. JBL sound system with 14 speakers. Simple navigation system. Acceptable 17 mpg.

**Gripes:** Huge overall size—6,000 pounds, 17 feet long. Controls stretch too far away from driver, low profile tires make no sense for load-carrier. Pushing D-pillar button for power rear gate puts you in the way of it as it closes.

**Fun to drive:** ★★★

**Fun to look at:** ★★

**Overall experience:** ★★★

**Verdict:** Based on the Tundra pickup, this might be the best big SUV out there, but it's a working dog—if you can't justify 13 mpg around town and need to move fewer than eight adults, you don't need it.—*Paul Duchene* ♦



(SCM #116794). This car was last seen in this same condition at RM's Pebble Beach auction in August '98 at \$510,000 (SCM# 6593). As was the case with the red car in Maranello, this was a good buy as long as the upward trend in Cal Spyderys continues.

#106-1963 **FERRARI 250 GTL Lusso coupe.** S/N 4415GT. Eng. # 4415GT. Black/black leather. Odo: 25,922 miles. Originally gray. Original U.S. delivery car with matching numbers, history known. Rotisserie restoration in 2003 to the current black livery and all



as-new. Engine bay spotless, undercarriage immaculate. Interior well fitted and showing no wear. Cond: 1. **SOLD AT \$627,000.** Lussos have seen some significant gains over the past year, with cars selling in the \$500k range in 2007. Aside from the recent \$1.2m car sold at RM's Maranello sale in May of this year (SCM# 116737), this was a market-correct price.

#119-1965 **FERRARI 275 GTB Alloy Long Nose coupe.** S/N 8135. Eng. # 8135. Rosso Rubino/black leather. Odo: 61,015 km. One of approximately 40 with original alloy body. History known from new, never fully restored. Fitted with 6-carb setup in 1978. Paint shows age, multiple dings on bumpers. Driver's door fit off, some rubber original and dry. Polished Borrani's good, factory-style roll cage fitted. Interior very clean, engine bay spotless. Scruffy in a world of over-the-top restoration, but not at all bad. Cond: 2-. **SOLD AT \$1,375,000.** First seen at Guernsey's Bridgehampton sale in June '91, where it failed to sell at \$302,500 (SCM# 4364). Not sold again at Bonhams & Brooks' Carmel Valley sale in August '01 for \$220,000



(SCM# 23272). A similar 275 GTB 6C in steel is worth about \$1m today, so this is the regular 50% premium for a rare original alloy car. Acquired by its previous owner in 2002 and with some work done since, he probably enjoyed the ride both on the road and at the bank. Expensive for the pounds saved, but still market correct.

#73-1967 **LAMBORGHINI MIURA P400 coupe.** S/N 3042. Eng. # 1178. Red/gray leather. Odo: 21,821 miles. Presented as an original car with only 21,821 kms through three owners, although restored in 2001 with a gray interior in place of original black. In excellent condition throughout, with nothing to fault but for the repainted Campagnolo mags that would



have benefited from better preparation. Minor paint chip on front bumper. Cond: 1-. **SOLD AT \$330,000.** Sold at 10% below the low estimate. Earlier P400s in excellent condition were \$120,000 cars all day long just four years ago. Even at this price, they still offer quite a bit of bang for the buck, as they were the first true mid-engine V12 supercar of the '70s. Well bought.

#124-1967 **BIZZARRINI 5300 GT Strada Alloy coupe.** S/N 1A30268. Red/black leather. Odo: 94,923 km. 327-ci V8, 4x2-bbl, 4-sp. One of 70 late-series examples with alloy body. A California car since day one, appears in "Bullitt" and "Herbie the Love Bug." Fitted with 4-Weber Moon manifold. Fully restored in



2002 to a high standard, took second place in 2007 Los Angeles Concours d'Elegance. Just finished the 2008 Copperstate 1000. Cond: 1. **SOLD AT \$517,000.** This price was in line with current values of these Italian-American Corvette-powered GTs. Not elegant to my taste and quite claustrophobic inside, but thrilling nonetheless. Market correct.

#56-1967 **FERRARI 275 GTB/4 coupe.** S/N 10497. Eng. # 10497. Copper/black leather. Odo: 26,454 miles. Fully original with genuine mileage, delivered new to Bill Harrah for his personal use and supposedly never repainted. Couple of nicks on top edge of trunk, Borrani's hazed. Original black leather still supple, engine bay immaculate. Toolkit and manuals present.



In excellent condition. Cond: 1-. **SOLD AT \$1,430,000.** *GTB/4 prices have sky-rocketed over the past year. A similar car sold for \$1.1m at Bonhams's Gstaad sale in December '07 (SCM# 48107), and then brought \$2.4m at RM's Maranello sale in May of this year (SCM# 116784). With that in mind, this mid-estimate price can be considered market correct.*

**#130-1968 FERRARI 330 GTS convertible.** S/N 10189. Eng. # 10189. Argento/black leather. Odo: 72,031 km. Number 35 of 100 built. Full history known with likely accurate 72,000 kms. Restored to concours standards a few years ago, unused since. Perfect all around but for the faded prancing horse horn button in steering wheel center, missing shift



knob, and some electrical wiring hanging under dash. Fitted with power windows. Engine bay detailed and correct. Cond: 1-. **SOLD AT \$671,000.** *Open Ferraris from the '60s continue their upward trend. A red 330 GTS in 2+ condition sold at RM's sale of the Ponder Collection in Marshall, TX, in April '07 for \$418k (SCM# 44883). Arguably, this one was in better condition and was finished in classier colors. Market correct today.*

**#8-1969 FERRARI 365 GTS convertible.** S/N 12243. Eng. # 12243. Red/black canvas/black leather. Odo: 21,644 km. The fifth out of 20 built before the newly designed Daytona Spyder. Born silver blue, repainted red in the '80s. Interior retrimmed in black around 2003 with new black top. Although not a recent rotisserie restoration, in excellent condition in, out, and under. Borranis would benefit from polishing. New Ansa exhaust, engine bay spotless. Cond: 1-. **SOLD AT \$1,265,000.** *More expensive than lot 162, the red Daytona Spyder, which made just over \$1m, and nearly double the price of lot 130, the silver 330 GTS that sold for \$671k. This price was aligned with the dark blue 365 GTS sold*



*in Monte Carlo in May '08 for \$1.2m (SCM# 116664). Still, this was all the money, even for one of these rare examples.*

**#21-1969 LAMBORGHINI ISLERO coupe.** S/N 6267. Eng. # 2350. Dark blue/light brown leather. Odo: 5,711 km. One of 125 built. Some might recognize this car as the one pictured in the SCM Monterey 2008 supplement and belonging to SCM Contributing Editor Donald Osborne. Mostly original but for the paint, carpet, and headliner. Condition reflects a carefully-used 40-year-old Italian GT. Wavy dash, soiled carpets. Fitted with factory



a/c. Cond: 2-. **SOLD AT \$203,500.** *This record price was achieved as five bidders fought for the car, taking the money required to own it well past the \$155k high estimate. There is no doubt that the Islero is a pleasure to drive, with its 4-cam V12, 6 Webers, 5-speed, independent suspension front and rear; and a/c. Some '70s GTs such as the similar Maserati Khamsin are now in the \$150k range, so maybe the market for these cars is on the way up.*

**#162-1971 FERRARI 365 GTS/4 Daytona spyder.** S/N 14395. Eng. # b1176. Rosso Chiaro/black cloth/tan leather. Odo: 38,241 miles. Full history known. U.S. model. Originally brown, red repaint from the mid-'90s now showing its age. Some original rubber now dry, Borranis hazed, interior refitted in 2007 but mouse fur



dash faded in places. Original Euro-spec engine rebuilt with performance upgrades. Fitted with a/c, books and tools included in sale. Not as nice as some rotisserie restorations, but still a clean example. Cond: 2+. **SOLD AT \$1,023,000.** *Sold below the low estimate of \$1.1m. Not expensive compared to the black Spyder that sold for \$1.5m at RM's Maranello event in April '08 (SCM# 116730). If the market remains strong for open Ferraris, this may prove to be a very good buy.*

**#1-1972 FERRARI 365 GTB/4 Daytona coupe.** S/N 14491. Eng. # 14491. Red/tan leather. Odo: 51,694 miles. U.S. model with recent restoration to high standards. Paint, chrome, and glass all excellent, interior as-new with a/c and original Becker Mexico radio. Engine bay spotless. Cond: 1-. **SOLD AT \$363,000.** *While 275 GTBs have been \$1m*



*cars for two years now, 365 GTB/4s continue to languish in the \$350k-\$450k range. Although produced in greater numbers, the aggressive design, powerhouse engine, and excellent handling capabilities of the Daytona should bring bigger numbers, as in the late '80s. A market-correct price.*

**#161-1977 LAMBORGHINI COUNTACH LP400 Periscopo coupe.** S/N 1120286. Eng. # 1120316. Red/tobacco leather. Odo: 19,320 km. One of the 157 first-series LP400s. Two owners from new, fully original with slightly saggy headliner, some minor rust bubbles. Otherwise still in excellent condition with excellent mouse fur on dash, original supple leather, and clean engine bay. Campagnolos mint. A truly awe



some, clean, early LP400 in an appropriate color combination. Cond: 2+. **SOLD AT \$396,000.** *Not sold on the block, this found a new owner just after. It ran close to the end of the auction following 160 other high-quality automobiles, and bidders were not paying enough attention. This was a true bargain for an original unmo- lested icon that will surely gain value in the coming decade. Well bought.*

## SPANISH

**#129-1930 HISPANO-SUIZA H6C Boattail speedster.** S/N 12418. Eng. # 320378. Black & white/white leather. Odo: 11,215 km. Original H6C LWB chassis supporting Galle limousine coachwork, shortened in 1992 to support the current speedster body designed by an art professor in California. Current body is the second reincarnation—first one destroyed in 1998 car accident. Improved with modern-type specs, including overdrive and 12-volt socket under dash. All in all, a good-looking car with some pre-war automotive hassles removed. Cond: 1. **SOLD AT \$616,000.** *Sold above the \$550,000 high estimate. My French friends from the Hispano club in Paris would be shocked. This car had to be viewed as a modern incarnation*



of a '30s speedster using an Hispano chassis. That being said, it was extremely well put together and probably a real blast to drive... I hope the builders re-engineered the drums as well. This price may be pretty close to the cost of construction, but there's no upside here.

**AMERICAN**

**#127-1907 THOMAS FLYER MODEL 36 60hp 7-Passenger touring.** S/N D1051. Eng. # D448. Cream/tan cloth/cream leather. RHD. Odo: 25,751 miles. One of only three authentic 1907 Thomas Flyers remaining. Known as "Blondie" and added to Bill Harrah's collection in 1949, restored from black to this current color scheme while retaining as many original parts as possible. Immense body, lots of brass.



Sixty-year-old paint and leather now cracking in places, canvas top aged and dry. An imposing and important car with clear provenance. Cond: 2-. **SOLD AT \$1,028,500.** Sold right at the top estimate of \$1m. Thomas Flyers are somewhat important to American motoring history thanks to the NYC-Paris 1908 win, and they're certainly rare in such original condition. As with the Bearcat, I can't see any short term risk here.

**#145-1910 PIERCE-ARROW MODEL 48 SS demi-tonneau.** S/N 7540. Dark blue/black leather. RHD. Odo: 47,312 miles. History unknown, although it appears it was fully restored from an original car requiring only reconstructed fenders. Today a striking execution of one of the best Brass Era cars. Everything excellent and



as refined as when new. Less imposing than the Thomas Flyer, but much more elegant. Engine bay clean. Appears ready for touring. The only Model 48 demi-tonneau known to exist. Cond: 1-. **SOLD AT \$632,500.** This was serious money, but the rarity of this Pierce-Arrow combined with its style justified this amount. Well bought at low estimate money.

**#139-1913 MERCER 35J raceabout.** S/N 1143. Eng. # 35J716. Yellow/black leather. Odo: 143 miles. The pinnacle of the American Brass



Era racer. Coachwork created in the mid '70s on a Mercer touring car chassis. Multiple concours awards since; participated in several rallies. Recommissioned recently and in absolute immaculate condition inside and out. Videotape of car being driven by David Gooding at speed shown prior to it crossing the block. Cond: 1. **NOT SOLD AT \$925,000.** An authentic Mercer 35J sold at Christie's Lyndhurst sale in April '99 for this money (SCM# 6920), so even if the body is a recreation, the owner may be correct in waiting for more.

**#45-1914 STUTZ BEARCAT speedster.** S/N 2177. Eng. # A1609. Yellow/brown leather. RHD. Odo: 25,980 miles. One of six original Bearcats remaining, two owners from new. 100% original but for the paint and leather seats. Repainted and mechanically refurbished in the early '50s, simply maintained since. Leather



now cracking, some paint peeling, brass hazed. Runs well. The ultimate early racer in ready-to-go condition. Cond: 3. **SOLD AT \$1,375,000.** Sold at the top of the \$1m-\$1.4m estimate range, and deservedly so. This car was truly unique thanks to its crystal-clear provenance, and it was a no-risk investment at this price.

**#141-1929 CORD L29 Hayes coupe.** S/N 2927005. Eng. # FD2638A. Blue/tan leather/gray cloth. Odo: 2,938 miles. One-off design by Count Alexis de Sakhnoffsky built for the Hayes Body Corp. on an L29 chassis. Won first prize at a Concours d'Elegance in Paris in 1930, as well as Best in Class, People's Choice, and Co-Chairman's Trophy at Pebble Beach in 1987. Restored to excellent levels with well-applied blue paint, Art-Deco sofa sitting inside, and jewel-like dash. Cond: 1. **SOLD AT \$1,078,000.** About 5,000 L29 chassis were



built, and a regular L29 coupe in excellent condition can be yours for about \$250,000. Lot 141 was all about the amazing coachwork, and would be an immediate entry to any Concours d'Elegance. A high price, but an exceptional automobile.

**#128-1930 CADILLAC 452A V16 roadster.** S/N 72218. Eng. # 702338. Two-tone blue/tan cloth/blue leather. Odo: 33,752 miles. One of 105 genuine Fleetwood-bodied roadsters. Matching numbers, crystal clear history with few owners. Restored in the '90s on the solid foundation of an excellent example. Class Award at Pebble Beach in 2002, and still flawless inside, outside, and underneath. Cond: 1.



**SOLD AT \$693,000.** Cadillac V16s were one of the featured marques at this year's Pebble Beach Concours. Many V16 chassis have been rebodied with Fleetwood roadster coachwork, and Gooding sold such a replica last year at this same venue for \$495,000 (SCM# 46586). These cars can be seen as counterparts to the Mercedes 500K, and this well-sorted example was a good buy at the price paid.

**#126-1932 AUBURN V12 Boattail speedster.** S/N 12160A2280E. Eng. # BB708. Black & gray/light gray leather. Odo: 69 miles. History known with few owners from new. Restored to high standards in 1982 in this black and silver color scheme, hardly used since. As-new everywhere, with glittering chrome and well-fitted leather. Nice brushed



aluminum dash, engine bay detailed and spotless. Amazing design, superb condition. Cond: 1. **SOLD AT \$687,500.** This car just didn't stir me up as much as the Cadillac V16 or Cord L29 Hayes Coupe did, which might just be due to the number of replicas out there that share this same style of body and level of finish. Over-restoration was the issue here. Market correct.

**#23-1932 STUDEBAKER PRESIDENT Four Seasons roadster.** S/N 91R121. Eng. # 6026872. Black & red/black/red leather. Odo: 83,373 miles. One of only nine surviving President Roadsters—the top of the line—out of the 200 produced. Body-off restoration in 1994 rewarded by multiple AACA and CCA



awards. Car still stunning today in black livery, with no discernible wear noted. Cond: 1. **SOLD AT \$187,000.** Last seen at RM's Phoenix sale in January '04, where it failed to sell at \$118,000 (SCM# 32245). Here it sold at top estimate money, and deservedly so, as it was not imposing or boasting, but rather simply elegant.

#136-1936 **CORD 810 phaeton.** S/N 2452H. Eng. # FB1800. Cigarette Cream/black canvas/dark red leather. Odo: 39,962 miles. Fully restored in the early '90s and a recipient of multiple Cord awards, as well as first place awards at national, senior, and premier levels in the CCCA and a national Senior First Place in the AACA. A good look in this livery, optioned



with Cord "fingertip" gear selector. Modern for 1936, and very well restored throughout. Cond: 1. **SOLD AT \$269,500.** This price was on the expensive side for a non-supercharged Cord, as a similar supercharged example sold for \$220,000 at RM's Amelia Island sale in March '08 (SCM# 115953). That being said, this one certainly had the awards to back up its excellent condition, so although this was a premium price, the buyer got a superb example.

**BEST BUY** #147-1941 **CADILLAC SERIES 62 convertible.** S/N 8351152. Burgundy/black cloth/tan leather. Odo: 65,088 miles. Recent restoration to very high standards, rubber still greasy. New paint too shiny and refined for a car from the '40s, otherwise excellent with nice faux-wood painted dash. Factory radio, clock, and heater, new vacuum-assisted soft top. A few letters missing from Cadillac script on front of hood. Engine bay spotless. Cond: 2+. **SOLD AT \$99,000.** This sold below an appropriate \$120,000 low estimate, and as



it was a CCCA Full Classic convertible that had been finished to a high level, it was very well bought.

#157-1953 **OLDSMOBILE FIESTA convertible.** S/N R476456. Off-white & blue/white vinyl/white & blue vinyl. Odo: 36,705 miles. One of 458. The third of three GM stars, including the Buick Skylark and Cadillac Eldorado. Three owners from new, miles claimed original. Repainted several years ago,



otherwise all original. Nice chrome aside from a few visible swirls, engine bay spotless. The American luxury cruiser in a nice color combination. Cond: 2+. **SOLD AT \$165,000.** Sold far below the low reserve of \$200k. Offered without reserve and run close to the end of the auction, bids stalled far below the true value of this car—currently around \$230,000. A very good buy.

#121-1962 **CHEVROLET CORVETTE Gulf Oil racer.** S/N 20867S103980. Eng. # 2103980f1206RF. White & blue/black leather. Odo: 21,946 miles. 327-ci 360-hp fuel-injected V8, 4-sp. A true RPO 687 fuelie, delivered to Yenko's dealership for the Gulf Oil racing team. Prepared and successfully raced, first place in the 1962 SCCA A-Production Championship. Dismantled and sold in 1963 as a street car, college student's daily driver in the '80s. Rediscovered and restored with



original parts, including Motorola 2-way radio, Stewart-Warner gauges, and roll cage. First car to receive the NCRS American Heritage Award, 2005 Bloomington Gold Hall of Fame. Cond: 1-. **SOLD AT \$1,485,000.** Sold above the high estimate of \$1.2m. This is truly an important car within American racing history, and with so many original components fitted, it's safe to say there's nothing else quite like it. Well sold at this price, but the new owner should have no complaints.

#143-1963 **SHELBY COBRA 289 roadster.** S/N CSX2087. Charcoal/black leather. Odo: 49,381 miles. 289-ci V8, 4x2-bbl, 4-sp. An early 289 raced its entire life without significant wins. Panel fit still good, paint shows well for a racer. Girling brakes, roll bar, Halibrands, and modern tach. Engine bay clean. Original street



parts including bumper, windshield, and soft top provided with car. Cond: 2+. **SOLD AT \$550,000.** Without a doubt a beast to master. This price can be compared with that of the red one sold at Gooding's Scottsdale sale in January '08 for \$580,000 (SCM# 48732), and it was in line with the current rate for genuine 289 Cobras.

#47-1963 **CHEVROLET CORVETTE coupe.** S/N 30837S105122. Eng. # 3105122f1207RF. Black/black vinyl. Odo: 2,220 miles. 327-ci 360-hp fuel-injected V8, 4-sp. Originally a fully-equipped fuelie Split-Window all in black, and remaining so after



some partial restoration work. Claimed matching numbers. Good quality paint appears factory, rubber original and all dry. Interior clean but not crisp, engine bay tidy. Ex-Nicolas Cage. Cond: 2-. **SOLD AT \$110,000.** Offered in black with the high-horse fuelie motor, this Split-Window had a nice bad-boy feel about it, and it brought a market-correct price given the condition.

#144-1966 **FORD GT40 Mk I coupe.** S/N GT40P1043. Guardsman Blue/black leather. RHD. Odo: 20,695 miles. One of 31 GT40s designed for road use. Fitted with a/c and all amenities by its first owner, carefully maintained. Painted white and converted to full race



specifications in 1974 with just 14,000 original miles, today a blend of racer and road car. Repainted in its original blue livery in 2008. Requires four new tires. Cond: 1-. **NOT SOLD AT \$1,600,000.** It was too bad this car did not remain as a stock street-legal version, as another one pulled a strong \$2m in October 2007 (SCM# 48036). However, that same car sold at RM this same weekend for just \$1.4m (see p. 100). Still, this seller may have been smart in holding out, at least for now. ♦



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## 1993 BENTLEY TURBO-R SALOON



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## 1968 CORVETTE STING RAY 2-TOP ROADSTER

One of just 624 1-896 built in 1968. Red with red interior, complete with optional factory hard top as well as soft top. 435 horsepower aluminum head engine, 4-speed transmission, original owner's manual and showroom brochures. Fully restored and absolutely immaculate condition. 962 miles since restoration. \$119,500.



## 1953 BUICK SKYLARK CONVERTIBLE



A fully restored car in white with blue and white leather. A first place Buick Club award winner, this car drives amazingly well and looks the same. The car, including its 15" "knock-off" chrome wire wheels, built-in fog lamps, original radio, electric windows and top, etc., is gorgeous throughout. 1,232 miles since restoration. \$225,000.

## 1993 BENTLEY TURBO-R SALOON

We purchased this special-order example in 2004, then with 16,310 miles, from its original owner. We have just gotten it back from its second enthusiast-owner who has also kept the car in near-new, 100% original condition throughout. Dark Oyster with gorgeous Mushroom leather piped in Tobacco brown. Some very interesting features. \$49,750.



## 1949 BUICK ROADMASTER WOODY WAGON



94,247 miles. \$135,000.

A spectacular and fully documented California car through the 1950s and 1960s, before moving to Arizona. Whole car is in amazing condition throughout. Deep blue with beautiful original wood inside and out, nearly flawless original interior and superb mechanicals. Must be seen and driven to be appreciated.

## 1987 FERRARI TESTAROSSA

The Ferrari Testarossa is probably the most exotic car for the price available in today's collector-car marketplace. Our car is beautiful in black with gorgeous tan leather. We first purchased the car from its original local owner in 2001 following a full engine-out, timing belt service. We then sold the car to a local collector who has used the car very sparingly and from whom we have just had it returned. It is accompanied by original manuals and tools in their original Ferrari leather cases and is fitted with a stacking CD player and all standard amenities. 18,020 miles. \$76,500.



# Luxurious Limos

Is there a club for K-car collectors? If so, someone just scored a meeting venue that would surely accommodate the entire membership

Report by Geoff Archer

*Market opinions in italics*

**W**hen you're going to a special event, a regular ride just won't do. This month we bring you nine ways to arrive in style... assuming you arrive.

*Condition inferred from seller's descriptions; cars were not physically examined by the author. All quoted material taken from the eBay listings. sf=seller's feedback; bf=buyer's feedback*



**#160271010438-1959 BEARDMORE TAXI BM7 sedan.** S/N BM71483D. Black & red/brown vinyl w/raspberry household carpeting. RHD. Odo: 65,530 miles. 10 Photos. Perrysburg, OH. RHD. "Built in Glasgow, Scotland, and commonly called a 'London Taxi'... Aluminum body, roof and fenders are original fiberglass... Lots of parts have been recently rechromed, the driver's seat and rear back seat were reupholstered (jump seats are like new)... It also has a nice 'English' taxi



meter (registers Pounds/Pence), but it needs to be mounted. Lights and blinkers work, including the FOR HIRE sign on roof... 4 cylinder Perkins Diesel engine, runs great, drives well..." 42 bids, sf 54, bf 0. Cond: 3. **SOLD AT \$8,950.** *Just needs a DVD player stocked with "Harry Potter" and "Wallace and Grommit" to round out the Anglophile automotive ecstasy. Daddy, Daddy, Daddy, can we please take another long drive looking for crumpets again? It's so funny when the fast food drive-thru workers think no one is driving. Market price for an old limousine that's as goofy looking as a fried meat pie.*

**#300251290036-1965 AUSTIN PRINCESS limousine.** S/N VDM415972. White/light gray velour. RHD. 22 Photos. Golden, CO. Naive seller explains, "I bought this car thinking that it was a factory limo made by Rolls-Royce. The paint is a little faded, but for now I think it looks pretty good with only minor chips and or cracking. As far as the glass windows goes, everything works good except the center divider



window. The dash is made from wood that was covered by clear coat, over the years the clear coat on these cars was known to crack and peel. Sometime in the early 80's the car was updated with a chevy small block and a 350 turbo tranny." 34 bids, sf 716, bf 134. Cond: 4+. **SOLD AT \$7,700.** *Seller apparently "had the car listed in the wrong section of ebay motors and would like to thank my fellow ebay members for bring this to my attention." Oh, the sincerity. Though many people would fall for the same R-R visual cues and gladly rent this for a wedding, this car could not pull that off without a restoration... one that would not see positive ROI until... well, until it needed another restoration. Well sold.*

**#220192435000-1959 CADILLAC FLEETWOOD limousine.** S/N 59S030641. Black/cream velour & red carpet. Odo: 38,000 miles. 24 Photos. New Jersey. "Series 75 Imperial Limousine with Divider Glass. The true Holy Grail of Limousines!!! This car is a real rarity, purchased from the original owner the car has 38,000 original miles. Very low production, I was told that there are less than 10 registered



with divider window. The car is complete but is also in need of a complete restoration. The original engine runs fantastic, not even a lifter noise... Transmission shifts nice and the car runs, drives, and stops." 48 bids, sf 765, bf 4. Cond: 4. **SOLD AT \$16,355.** *Well bought. I say that because the seller points out that "Fully restored this car will exceed \$100,000 so it is a great investment as well as [get ready for another awesome eBay typo] a possible business adventure."*

**#270089786522-1966 FORD MUSTANG limousine.** Light blue metallic/blue & white vinyl. 9 Photos. Georgetown, Ontario, CAN. 4k miles since it was stretched 84 inches "about 4 years ago... The bar includes cd player, indirect lighting, and fiber optic lighting that change color." Rear doors are really just another pair of suicide-mounted front doors,



making for a massive C-pillar and corralling at least two complete Pony interiors. Body is "reinforced with a 1/4 inch plate that is in side the rocker pannels." Stock 289 V8 "that runs very strong." 30 bids, sf 27, bf 5. Cond: 3+. **SOLD AT \$16,900.** *Although mirror-imaging the doors might have been an expedient way to lengthen the Mustang without deforming the side scallops, it sure makes for an ugly hard top. Retaining the stock tranny and piling on a herd of repop Pony pieces was also efficient, but it came out looking low-budget. More than fair money for more Mustang than Iacocca ever intended.*

**#190243459957-1972 CADILLAC FLEETWOOD limousine.** S/N 6F33R2Q243990. Black/dark turquoise leather & cloth. Odo: 114,000 miles. 23 Photos. Saint-Jean-sur-Richelieu, Quebec, CAN. U.S. car with "new jersey clear title (purchase this car for a film in montreal)." Factory limo with divider glass. Paint was "hand rubbed to a smooth as glass finish. All chrome and trim on the car





appears to be original and looks excellent. Car is rust-free and totally solid as they come. All the color codes match on this car! Under the hood is clean and very original looking." Valve covers are the same color as the interior. 21 bids, sf 102, bf private. Cond: 2. **SOLD AT \$9,000.** *Relisting always seems to hurt a sale price, even if it is fun to say the following with your nose pinched shut and your best Inspector Clouseau accent: "WE RELIST THE CAR DO TO A CANADIEN THAT DID NOT READ IT IS A U.S. CAR BUT ITS IN CANADA BUT NEVER TITLE IN CANADA SO ITS A U.S. CAR." That confusion resulted in a good value on a nice movie car that exudes a "Live and Let Die" attitude.*

#320200216761-1974 **CHECKER AEROBUS limousine.** S/N N/A. Dark green/gray cloth. Odo: 76,354 miles. 16 Photos. Deerfield, MI. "NEEDS SOME TLC, BUT WILL BE A REAL BEAUTY WHEN SOMEBODY FINISHES IT. IT HAS 76354 MILES ON HER. CORVETTE 350. LOT DRIVES BUT DOES NEED BREAK LINES." Needs complete restoration and then some. Bottom 5%–10% of the



vehicle seems to have simply evaporated. "WE ARE CURRENTLY APPLYING FOR A LOST TITLE. IF THE SALE IS MADE PRIOR TO RECEIVING THE TITLE YOU CAN JUST APPLY FOR IT YOURSELF." 13 bids, sf 13, bf 77. Cond: 5+. **SOLD AT \$2,084.** *Regardless of where you live, just towing it home would probably cost more than this winning bid. Get used to the nonsensical expenses, because that is just the tip of this titanic taxi's iceberg. Fair price for a fearsome foray.*

#120210249016-1985 **CHRYSLER NEW YORKER Executive limousine.** S/N 1C3BC52G4FG115020. Two-tone metallic blue/light blue tufted velour. Odo: 99,000 miles. 14 Photos. Thomaston, CT. "Originally owned and used by a funeral home until 1992 when it was parked in the livery barn. It sat there until I pulled it out in 2005. It's not a perfect car, but it is rather interesting." Chrome peeling, a/c inoperative, abundant cosmetic blemishes. 16



bids, sf 316, bf 66. Cond: 4+. **SOLD AT \$1,137.** *There are clubs for people who collect Yugos, Trabants, and even Checker Marathons. Does anyone collect K-cars? If so, someone just scored a meeting venue that would surely accommodate*

*the entire membership. When the mass of passengers proves too much for the Mitsu four, just empty your glasses out the front windows and live the ultimate FWD burnout. A fair price for the privilege.*

#250282862779-1985 **SAAB 900 TURBO limousine.** S/N YS3AT46L9F1021073. Black/red velour. Odo: 44,908 miles. 19 Photos. Fairview, PA. THIS CAR WAS STRETCHED WHEN NEW. THE MILES ARE ACCURATE. THE CAR NEEDS TO BE RESTORED. THE VINYL TOP WAS STRIPPED. A NEW LANDAU PANEL FOR THE REAR WINDOW WAS FABRICATED. THIS WILL GO ON WHEN A NEW TOP IS INSTALLED. THE BODY IS IN GOOD CONDITION BUT



NEEDS SOME MINOR BODY AND PAINT. THE INTERIOR IS COMPLETE BUT WILL NEED SOME UPHOLSTERY WORK. CAR WAS RUNNING MECHANIC FEELS IT HAS A BAD RING ON ONE PISTON AS IT SMOKED SOME." 4 bids, sf 1213. Cond: 5+. **NOT SOLD AT \$610.** *It would take a very special Saab psycho a whole lot of time and money to make this car right... and most people would still consider it wrong. Perhaps that's why no one wanted it, even at its \$1,900 Buy-It-Now price.*

#110029395692-1989 **LINCOLN TOWN CAR limousine.** S/N 1LNBM81F3KY695086. Black/black leather. Odo: 63,850 miles. 13 Photos. Round Rock, TX. "LOOK ITS A LINCAMINO LIMO...THERE REALLY ISN'T A WHOLE LOT TO TELL BECAUSE THE PICS DO THAT THEMSELF. THE STEREO IN THE BACK HAS A DISC CHANGER AS WELL AS THE SUBS AND AMPS IN THE TRUNK. IT



ALSO HAS PURPLE NEON UNDERNEATH. THE TIRES ARE MICHELINS WITH ABOUT 80% TREAD LEFT. AS FAR AS THE ENGINE AND TRANSMISSION THEY ARE BOTH GREAT." 20 bids, sf 53, bf 0. Cond: 3-. **SOLD AT \$3,750.** *Recently I found a Rammstein CD in a rental car (here's a tip: DON'T babelfish any Rammstein lyrics). Five bucks says every disc in this changer is Kid Rock. Seller called it with "NOT MUCH MONEY FOR A WHOLE LOT OF FUN," but I suspect you will soon agree with the seller in that you "JUST DON'T HAVE ROOM FOR IT." ♦*

# Fresh Meat

Online sales of contemporary cars.

(Descriptions exactly as presented by sellers, including non-stop capitalization and creative grammar.)

## 2008 Lamborghini Murcielago LP640



**Date sold:** 07/21/2008  
**eBay auction ID:** 260262955737  
**Seller:** Motor Cars of Las Vegas, Las Vegas, NV, www.motorcarslv.com  
**Sale Type:** Used car, 973 miles  
**VIN:** ZHWBU37S48LA02750  
**Details:** Verde Ithaca over black. E-gear, multi-media, Bluetooth  
**Sale result:** \$385,000, 1 bid, sf 18, bf 0  
**MSRP:** \$390,460  
**Other current offering:** Lamborghini Orange County, Santa Ana, CA, www.lamborghinioc.com, asking \$379,900 for Verde Ithaca car with 2,895 miles.

## 2008 BMW X6



**Date sold:** 07/22/2008  
**eBay auction ID:** 320275084449  
**Seller:** Sea-Auto Sales & Finance, Bothell, WA  
**Sale Type:** New car, 26 miles  
**VIN:** 5UXFG43538LJ36829  
**Details:** Alpine White over Sand leather, Premium, Tech, and Sport Packages, Active Steering  
**Sale result:** \$84,995, 14 bids, sf 46, bf 25  
**MSRP:** \$75,470  
**Other current offering:** Co's BMW Center, Loveland, CO, www.cosbmw.com, asking \$57,325 for a green/sand X6 with 39 miles.

## 2000 Ferrari 360 Modena F1



**Date sold:** 08/27/2008  
**eBay auction ID:** 290255370668  
**Seller:** Mercedes-Benz of Westmont, Westmont, IL, www.mercedesbenzofwestmont.com  
**Sale Type:** Used car, 5,765 miles  
**VIN:** ZFFYU51A3Y0122327  
**Details:** Rosso Corsa over tan leather, F1 transmission, Challenge grille, Tubi exhaust, Scuderia shields  
**Sale result:** \$125,991, 3 bids, sf 42, bf 1  
**MSRP:** \$147,725 (2000)  
**Other current offering:** DC Motors, Anaheim, CA, www.dcmotorcars.com, asking \$124,900 for a 2000 6-speed with 6,946 miles. ♦

# Sold Cars, a Sampling

In all, 377 cars sold for \$138,996,425. Thirty-seven topped \$1m, and the average price per car came to \$368,691. Here are the top 200 sellers

Rank	Sold Price	Model	Auction & Lot	Rank	Sold Price	Model	Auction & Lot
1	\$7,920,000	1937 Bugatti Type 57SC Atalante Coupe	G&C, #27	47	\$744,000	1967 Chevrolet Corvette L88 Competition Convertible	B&B, #355
2	\$4,957,000	1960 Jaguar XKE E2A Prototype Sports Racer	B&B, #364	48	\$742,500	1953 Ferrari 212 Inter Coupe	RM, #456
3	\$4,847,000	1939 Talbot-Lago T150C SS Teardrop Coupe	B&B, #330	49	\$726,000	1934 Bugatti Type 57 Cabriolet	G&C, #36
4	\$4,510,000	1961 Ferrari 250 GT SWB Berlinetta	RM, #447	50	\$715,000	1956 Ferrari Europa GT	G&C, #48
5	\$3,630,000	1959 Ferrari 250 GT LWB California Spyder	G&C, #133	51	\$704,000	1957 Mercedes-Benz 300SL Roadster	G&C, #164
6	\$3,190,000	2009 Bugatti Veyron 16.4 Grand Sport	G&C, #134	52	\$693,000	1930 Cadillac 452A V16 Roadster	G&C, #128
7	\$2,585,000	1938 Alfa Romeo 6C 2300 B Mille Miglia	G&C, #116	53	\$687,500	1932 Auburn V12 Boattail Speedster	G&C, #126
8	\$2,310,000	1933 Rolls-Royce Phantom II Special Town Car	RM, #453	54	\$671,000	1968 Ferrari 330 GTS Convertible	G&C, #130
9	\$2,200,000	1950 Ferrari 166 MM Berlinetta Le Mans	G&C, #42	55	\$667,000	1931 Avions Voisin C14 Chartre	B&B, #323
10	\$1,925,000	1967 Ferrari 275 GTB/4 Berlinetta	RM, #434	56	\$632,500	1910 Pierce-Arrow Model 48 SS	G&C, #145
11	\$1,760,000	1930 Duesenberg Model J Dual Cowl Phaeton	RM, #441	57	\$627,000	1963 Ferrari 250 GTL Lusso	G&C, #106
12	\$1,760,000	1931 Bentley 4½ Liter Blower	G&C, #114	58	\$616,000	1930 Hispano-Suiza H6C Boattail Speedster	G&C, #129
13	\$1,760,000	1932 Bugatti Type 55 Roadster	G&C, #30	59	\$605,000	1965 Shelby Cobra 289 Roadster	RM, #438
14	\$1,650,000	1961 Ferrari 400 Superamerica Coupe Aerodinamica	RM, #452	60	\$605,000	1954 Mercedes-Benz 300SL Coupe	G&C, #61
15	\$1,492,000	1913 Isotta Fraschini 100-120 hp Tipo KM 4 Torpedo Tourer	B&B, #316	61	\$594,000	1961 Mercedes-Benz 300SL Roadster	G&C, #43
16	\$1,485,000	1973 Ferrari 365 GTB/4 Daytona Spyder	RM, #435	62	\$577,500	1956 Mercedes-Benz 300SL Coupe	G&C, #150
17	\$1,485,000	1962 Chevrolet Corvette 327/360 Gulf Oil Race Car	G&C, #121	63	\$572,000	1966 Bizzarrini Strada 5300 Coupe	R&S, #5648
18	\$1,465,000	1966 Ford GT40 Mk1	RM, #443	64	\$572,000	1955 Lancia Aurelia B24S Spider America	G&C, #118
19	\$1,457,500	1927 Bugatti Type 35B Grand Prix	G&C, #25	65	\$568,000	1927 Bentley Speed Six 2-seater and Dickey	B&B, #354
20	\$1,430,000	1967 Ferrari 275 GTB/4	G&C, #56	66	\$561,000	1929 Bentley 6½ Liter Sedan Coupe	G&C, #146
21	\$1,413,500	1929 Duesenberg Model J Convertible Coupe	RM, #457	67	\$550,000	1954 Bentley R-type Continental Fastback	RM, #479
22	\$1,382,000	1936 Lagonda LG45R Rapide Sports-Racing 2-Seater	B&B, #310	68	\$550,000	1981 Porsche 935/78 Moby Dick Race Car	RM, #451
23	\$1,375,000	1967 Ferrari 275 GTB/4 Berlinetta	RM, #466	69	\$550,000	1963 Shelby Cobra 289 Roadster	G&C, #143
24	\$1,375,000	1965 Ferrari 275 GTB Alloy Long-Nose	G&C, #119	70	\$533,500	1936 Auburn 852SC Boattail Speedster	RM, #423
25	\$1,375,000	1914 Stutz Series E Bearcat	G&C, #45	71	\$528,000	1958 Mercedes-Benz 300SL Roadster	RM, #432
26	\$1,320,000	1931 Alfa Romeo 6C 1750 GS Spyder	G&C, #44	72	\$522,500	1962 Chaparral 1 Sports Racer	RM, #460
27	\$1,265,000	1930 Alfa Romeo 6C 1750 Spyder	G&C, #137	73	\$522,500	1926/41 Bugatti Type 35/Miller V8	G&C, #29
28	\$1,265,000	1969 Ferrari 365 GTS Convertible	G&C, #8	74	\$517,000	1967 Bizzarrini 5300 GT Strada Alloy	G&C, #124
29	\$1,210,000	1925 Rolls-Royce Phantom I Barker Boattail	G&C, #131	75	\$506,000	1912 Speedwell Model 12-H Speed Car	G&C, #10
30	\$1,127,500	1972 Ferrari 365 GTB/4 Daytona Spyder	RM, #467	76	\$480,000	1972 Porsche 911 2.7 RS Prototype	B&B, #359
31	\$1,107,000	1930 Alfa Romeo 6C 1750 Gran Sport Spyder	B&B, #352	77	\$440,000	1932 Bugatti Type 46 Sports Sedan	G&C, #31
32	\$1,078,000	1929 Cord L-29 Hayes Coupe	G&C, #141	78	\$429,000	1934 Bentley 3½ Liter Sports Tourer	G&C, #110
33	\$1,045,000	1936 Mercedes-Benz 500K Cabriolet B	G&C, #112	79	\$429,000	1920 Rolls-Royce Silver Ghost Roadster	G&C, #107
34	\$1,028,500	1907 Thomas Flyer Model 36 60hp	G&C, #127	80	\$423,500	1970 Lamborghini Miura S Coupe	R&S, #5655
35	\$1,023,000	1971 Ferrari 365 GTS/4 Daytona Spyder	G&C, #162	81	\$412,500	1967 Lamborghini Miura P400	RM, #437
36	\$1,017,500	1948 Tucker 48 Sedan	RM, #449	82	\$396,000	1939 Bugatti Type 57C Galibier Sport	G&C, #34
37	\$1,012,000	1965 Ferrari 275 GTB/6C Berlinetta	RM, #430	83	\$396,000	1977 Lamborghini LP400 Countach Coupe	G&C, #161
38	\$962,500	1966 Shelby Cobra 427 Roadster	RM, #248	84	\$390,500	1972 Ferrari 365 GTB/4 Daytona Coupe	R&S, #5646
39	\$907,500	1925/31 Bugatti Type 35A/51 Grand Prix	G&C, #35	85	\$368,500	1912 Peerless Model 36 7-Passenger Touring Car	RM, #464
40	\$891,000	1972 Lamborghini Miura P400 SV	RM, #433	86	\$368,500	1973 Ferrari 365 GTB/4 Daytona Spyder Conversion	R&S, #5656
41	\$880,000	1939 Bugatti Type 57C Atalante Coupe	G&C, #32	87	\$363,000	1976 Lamborghini Countach LP400 Periscopio	R&S, #5651
42	\$852,500	1955 Mercedes-Benz 300SL Coupe	RM, #445	88	\$363,000	1972 Ferrari 365 GTB/4 Daytona Coupe	G&C, #1
43	\$829,250	1967 Shelby Cobra 427 Roadster	R&S, #5654	89	\$359,000	1921 Avions Voisin OC1 Presidential Coupe	B&B, #321
44	\$770,000	1964 Ferrari 250 GTL Lusso Berlinetta	RM, #440	90	\$352,000	1970 Lamborghini Miura P400 S	RM, #272
45	\$770,000	1955 Mercedes-Benz 300SL Coupe	RM, #469	91	\$341,000	1940 Alfa Romeo 6C 2500 Sport Cabriolet by Graber	RM, #482
46	\$753,500	1990 Ferrari F40 Coupe	RM, #446	92	\$330,000	1913 Peerless Model 48-Six Roadster	RM, #465

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# MONTEREY RECAP ■ THE NUMBERS

Rank	Sold Price	Model	Auction & Lot
93	\$330,000	1970 Maserati Ghibli Spyder	R&S, #S662
94	\$330,000	1967 Lamborghini Miura P400 Coupe	G&C, #73
95	\$330,000	1936 Packard Super Eight Roadster	G&C, #57
96	\$324,500	1969 Ferrari 365 GTC	RM, #448
97	\$319,000	1908 Packard Model 30 Touring Car	G&C, #17
98	\$319,000	1926 Rolls-Royce Silver Ghost Piccadilly Roadster	G&C, #163
99	\$308,000	1951 Allard J2 Roadster	G&C, #67
100	\$308,000	1934 Riley MPH Roadster	G&C, #64
101	\$302,500	1959 Cadillac Eldorado Seville 3-Position Cabriolet	RM, #257
102	\$302,500	1973 Porsche Carrera RS Coupe	R&S, #S659
103	\$300,000	1963 Chevrolet Corvette 327/360 Z06 Coupe	G&C, #142
104	\$291,500	1931 Packard Deluxe Eight Sport Phaeton	RM, #459
105	\$282,000	c.1990/91 Lister-Jaguar "Knobbly" Comp. Sports 2-Seater	B&B, #343
106	\$275,000	1906 Reo Model A 16hp	G&C, #132
107	\$271,000	1967 Lamborghini 400 GT 2+2 Coupe	B&B, #358
108	\$269,500	1936 Cord 810 Phaeton	G&C, #136
109	\$269,500	1934 Rolls-Royce Phantom II Sedanca DeVille	G&C, #165
110	\$265,500	1933 Ford-Auburn Roadster Special	B&B, #350
111	\$264,000	1929 Bugatti Type 44 Dual-Cowl Phaeton	G&C, #28
112	\$260,000	1937 Mercedes-Benz Type 320 Cabriolet B	B&B, #370
113	\$259,600	1938 Packard Twelve Coupe Roadster	RM, #424
114	\$258,500	1958 Porsche 356A Speedster	G&C, #138
115	\$249,000	1970 Maserati Ghibli Spyder	B&B, #312
116	\$247,500	1965 Shelby GT350 Fastback	RM, #269
117	\$247,500	1927 Ford Roadster Shadow Rods XL 27	R&S, #S661
118	\$242,000	1910 Mitchell Model S Touring Car	G&C, #12
119	\$231,000	1970 Ford Mustang Boss 429 Fastback	RM, #231
120	\$231,000	1966 Lamborghini 400 GT Interim Coupe	G&C, #72
121	\$225,000	1950 Jaguar XK 120 Alloy Open Two Seater	RM, #461
122	\$220,000	1908 White Model L Touring Car	G&C, #13
123	\$214,500	1963 Ferrari 250 GT California Spyder Replica	RM, #265
124	\$214,500	1947 Talbot-Lago T26 Record Cabriolet	RM, #239
125	\$214,500	1901 Packard Model C Runabout	G&C, #9
126	\$205,000	1954 Talbot-Lago T26 Grand Sport Coupe	B&B, #362
127	\$203,500	1969 Lamborghini Islero Coupe	G&C, #21
128	\$199,500	1967 "Baja Boot" Off Road Racing Buggy	B&B, #346
129	\$198,000	1927 Bugatti Type 38 Roadster	G&C, #33
130	\$198,000	1960 Mercedes-Benz 220SE Convertible	G&C, #24
131	\$192,500	1938 Lincoln Model K Convertible Victoria	RM, #426
132	\$192,500	1969 Chevrolet Camaro Coupe	G&C, #71
133	\$192,500	1903 Toledo 12hp Touring Car	G&C, #11
134	\$191,800	1960 Porsche 356B 1600 Roadster	B&B, #335
135	\$189,750	1958 Ferrari 250 GT Coupe	RM, #487
136	\$187,000	1932 Studebaker President Four-Seasons	G&C, #23
137	\$183,000	1928 Rolls-Royce Phantom I Derby Speedster	B&B, #317
138	\$181,500	1961 Jaguar XK 150 3.8 Coupe	RM, #428
139	\$181,500	1967 Lamborghini 400 GT 2+2	RM, #425
140	\$181,500	1967 Ferrari 330 GTC	R&S, #S642
141	\$181,500	1969 Ford Mustang Boss 429 Fastback	R&S, #S641
142	\$176,000	1957 Dual-Ghia Convertible	RM, #486
143	\$172,000	1914 Peugeot 145S Torpedo Tourer	B&B, #360
144	\$172,000	1936 Rolls-Royce 25/30hp Coupe	B&B, #363
145	\$170,500	1909 Peerless Model 19 Touring Car	RM, #463
146	\$170,500	1962 Porsche 356B T-6 Roadster	RM, #245

Rank	Sold Price	Model	Auction & Lot
147	\$170,500	1959 Porsche 356A Convertible D	G&C, #54
148	\$166,500	1939 Avions Voisin C30 S Coupe	B&B, #326
149	\$165,000	1937 Ford Sedan Phantom Sportsman	R&S, #S626
150	\$165,000	1904 George N. Pierce & Co. 15hp Arrow	G&C, #14
151	\$165,000	1953 Oldsmobile Fiesta Convertible	G&C, #157
152	\$163,900	1984 Ferrari 512 BBi Coupe	R&S, #S664
153	\$162,250	1961 Aston Martin DB4 Coupe	RM, #455
154	\$162,250	1957 Chrysler Imperial Convertible	RM, #421
155	\$162,250	1969 Ferrari 365 GT 2+2 Coupe	R&S, #S666
156	\$159,500	1956 Austin-Healey 100M Le Mans Roadster	RM, #481
157	\$156,750	1970 Dodge Coronet Hemi R/T 2-Door Hardtop	RM, #226
158	\$156,750	1972 Ferrari 365 GTC/4	RM, #408
159	\$154,000	1973 Ferrari 246 Dino GT	RM, #427
160	\$154,000	1937 Chrysler Imperial Convertible	G&C, #20
161	\$151,250	2009 Chevrolet Corvette ZR1 Coupe	RM, #262
162	\$150,000	1969 Lola T163 Sports Racer	B&B, #348
163	\$150,000	1963 Ferrari 250 GTE Coupe	G&C, #58
164	\$148,500	1959 Cadillac Eldorado Biarritz Convertible	RM, #420
165	\$148,500	1965 Jaguar XKE SI 4.2 Convertible	RM, #454
166	\$148,500	1966 Shelby GT350 Fastback	RM, #251
167	\$148,500	1964 Rolls-Royce Silver Cloud III James Young	R&S, #S632
168	\$145,750	1957 Chevrolet Corvette 283/283 FI Convertible	G&C, #109
169	\$143,000	1970 Ferrari 246 Dino GT	RM, #413
170	\$143,000	1965 Porsche 356C Cabriolet	G&C, #2
171	\$139,000	1958 John Fray Special Champ Car	B&B, #332
172	\$139,000	1965 Porsche 356C 1600SC Coupe	B&B, #374A
173	\$138,600	1967 Chevrolet Corvette 427/435 Roadster	R&S, #S627
174	\$138,000	1967 Chevrolet Corvette 427/435 Convertible	RM, #237
175	\$137,500	1990 Ferrari 308 GTB/Huffaker IMSA GTU Racing Car	RM, #247
176	\$137,500	1969 McLaren M6/GT	RM, #431
177	\$137,500	1927 Ford Jazzy Nelson Dry Lakes	G&C, #53
178	\$137,500	1976 Porsche 930 Turbo Carrera	G&C, #68
179	\$136,400	1940 Ford Deluxe Station Wagon	RM, #238
180	\$132,000	1929 Packard Custom Eight Dual Cowl Phaeton	RM, #279
181	\$132,000	1963 Lancia Flaminia 3C 2.8 Coupe Speciale	G&C, #167
182	\$130,000	1987 Chevrolet Caprice "Batmobile"	R&S, #F442
183	\$130,000	1947 Mercury Model 79M Station Wagon	G&C, #49
184	\$129,250	1958 Porsche 356A 1600 Super Sunroof Coupe	RM, #418
185	\$128,000	1904 Siddeley 6hp 2-Seater	B&B, #337
186	\$126,500	1932 Ford Roadster Hot Rod	RM, #229
187	\$126,500	1956 Lotus Eleven Le Mans	RM, #258
188	\$126,500	1953 Nash-Healey Le Mans Coupe	RM, #489
189	\$126,500	1970 Chevrolet Chevelle SS 454 LS6 2-Door Hardtop	R&S, #S633
190	\$126,500	1967 Jaguar XKE S1 Convertible	R&S, #S669
191	\$126,500	1952 Jaguar XK 120 Coupe	G&C, #115
192	\$123,750	1966 Aston Martin DB6 Coupe	RM, #255
193	\$123,750	1954 Buick Skylark Convertible	RM, #240
194	\$122,100	1958 Porsche 356D Cabriolet	R&S, #S634
195	\$121,000	1959 Mercedes-Benz 220SE Ponton Cabriolet	RM, #242
196	\$121,000	1934 Riley IMP Roadster	RM, #275
197	\$121,000	1969 Chevrolet Camara L72 COPO Coupe	R&S, #S611
198	\$121,000	1967 Jaguar XKE SI 4.2 Convertible	G&C, #74
199	\$118,250	1972 Ferrari 246 Dino GT	RM, #246
200	\$118,250	1924 Rolls-Royce Silver Ghost	RM, #256

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# BMW's Very Special K

Early Ks were shunned by boxer purists like Amish with iPods. Only later were they accepted as exceptional, utterly reliable machines

by Ed Millich

**W**hen the BMW K75 and K100 made their U.S. debut for the 1985 model year, BMW motorcycle loyalists hailed the bikes as a sign of the apocalypse.

Unlike their pushrod, 2-valve, air-cooled boxer twins, BMW's K-bikes, (aka "Flying Bricks") featured 3- or 4-cylinder, DOHC, water-cooled motors. The machine still utilized the automotive-style dry clutch and shaft final drive found in boxers. Fit, function, and finish also remained impeccably Bavarian.

But BMW seemed to abandon building "motorcycles for the proletariat" for a more "corporate" image. Where the boxer's design seemed to encourage owner tune-ups, adjustments, and overhauls, the K-bikes were almost unapproachable.

The K75/K100 owner's manual even glossed over such details as ignition adjustment and FI system tuning, indicating that the owner should (gasp) take the machine to a BMW dealer for service. Early Ks were immediately shunned by boxer purists like Amish with iPods. Only later did they learn that the bikes were utterly reliable.

## Longevity through virtue of overbuilding

The K75 and K100 engines featured a long-stroke, water-cooled engine (67-mm bore x 70-mm stroke), modified hemispherical combustion chamber with two valves per cylinder, and dual overhead chain-driven cams. K100s were 987 cc (90 hp, 63 ft-lb claimed), while the smaller K75s were 740 cc (75 hp, 50 ft-lb claimed). The K75s also featured a rotating counterbalancer, which made them preferred to the "buzzy" K100s.

Valve actuation is a bucket and shim arrangement, and valve clearances are extremely stable. After a break-in service, K-bike valves went tens of thousand of miles before any adjustment. Cylinder bores were Nikasil-coated aluminum for tight clearances and long life. A dry clutch connected the engine to the 5-speed transmission.

The machine, like previous BMWs, achieved its unsurpassed longevity through overbuilding. The K100, while porky at 526 lb fueled (500 lb for the fueled K75), handled well. Both the K100 and K75 also had abundant torque.

The Ks featured forward-thinking components, including a monoshock single-sided aluminum swingarm, steel frame with a fully stressed engine member, aluminum tank, stainless exhaust system, and open-loop fuel injection. Later K's were among the first to use antilock brakes. The K-bike side stand self-retracted as the clutch lever was pulled in.

K-bike locking plastic hard bags could accommodate a helmet and a week's clothes and were easily removable. With the combination of mild sporting posture, low maintenance, excellent luggage, and several front windscreen options, Ks were among the best sport tour-

ers of their time. The same K100 engine powered "naked," RS, and RT variants of the bike.

## K engines surpass life of boxers

The RS had a low sport fairing that created an effective pocket of still air around the rider, while the K100RT featured a large touring fairing.

The K100RT later evolved into the K100LT designation (colloquially known as "Light Truck"), with an all-encompassing fairing, integral radio, and other comforts. K75s came in a "naked" variant, a café-faired K75C, and also the desirable sporting K75S.

The K-bike's engine is bulletproof, tougher than even the legendary boxers. I've seen Ks with 200,000–300,000 miles. The only real maintenance is tires, oil, and other fluids. BMW motorcycle salvage yards have multiple K100 and K75 motors—because no one needs them.

If there's one weak link to the early Ks, it is the splined transmission input shaft. The shallow splines can wear through, necessitating a transmission teardown. As with the boxers, the bike should be partially disassembled every 20,000–30,000 miles, the tranny pulled back, and the splines lightly greased.

One other feature that the K's engine designers failed to consider is legendary; once a K engine is parked on its side stand, oil pools in the combustion chambers. This results in a significant smoke cloud the next time the bike is started....

## So well-engineered they were boring

Other issues were to be annoying. The rear master cylinder reservoirs cracked. Both the dashboard speedometer and its electronic pickup occasionally fail. The center stand was also known to fail, inevitably causing a tip-over. The worst criticism of the K-bikes, though, was shared with many well-engineered Nipponese 4-cylinder bikes: They were so well-engineered they were boring.

Eventually, the K100 was expanded to 1,100 cc and gained the 4-valve heads that debuted on the flagship BMW K1. The K75 engine remained largely unchanged through its production. Ks eventually reached 1,200 cc, and the K motor still powers the K1200LT.

Early K100s and K75s typically range in price from \$500–\$4,000, with K75s and especially K75Ss commanding high prices. A brief inspection of a K, its service history, and spline lube details can judge a bike purchase. A relatively low-mile (under 30,000) K100 recently sold on eBay for \$4,300.

The BMW K100 and K75 are now approaching 25 years of age. Legions still abound, much like the boxers. Perhaps the legacy of BMW's K-bikes is not so different after all. ♦



### Perfect K-bike owner: Still has his first Swiss Army knife

Rating (★★★★ is best):

Fun to ride: ★★★

Ease of maintenance: ★★★★

Appreciation potential: ★★★

Attention getter: ★★

Years produced: 1982–90 (K100),  
1985–96 (K75)

Number produced: 13,000 (K100),  
18,500 (K75) world production  
Original list price: \$5,990 (K100),  
\$4,700 (K75)

SCM Valuation: \$500–\$4,000

Tune-up cost: Under \$100 DIY

Engine: 987 cc 4-cyl (K100),  
740 cc 3-cyl (K75)

Transmission: 5-speed

Weight: 526 lb fueled (K100),  
500 lb fueled (K75)

Frame #: Right side, beneath coolant  
reservoir

Engine #: Right side, aft of oil inspection  
window

Colors: Metallic colors of red, blue, black,  
gray, silver

Clubs: BMW Motorcycle Owners of  
America, BMW Rider's Association

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12 356 Pre-A Coupe: matching numbers, not running, front end damage, seat with front clip.  
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15 356A T3 Convertible: 3 Black/Red, 1600cc, matching numbers, with all complete. Also for sale.  
16 356B T4 Convertible: Red/Black, good restoration project, basically complete with new paint.  
17 356B T4 Coupe: Power/Black, complete car, matching numbers, not running.  
18 356B T4 Roadster: 3-60, Red/Black, very nice strong engine, not for sale, good look.  
19 356B T4 Roadster: 1600cc Normal, Red/Black, matching numbers, good condition. One of 200.  
20 356B T4 Roadster: 1600cc Normal, Ruby Red/Black, healthy condition. One of 200.  
21 356C T4 Coupe: 3 door drive, Ruby/Red & Red/Black, with a good running condition.  
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25 356C Coupe: 2 door, 356C, 1600cc, matching numbers, not for sale.  
26 356C Coupe: 2 door, 356C, 1600cc, matching numbers, not for sale.  
27 356C Coupe: 2 door, 356C, 1600cc, matching numbers, not for sale.  
28 356C Coupe: 2 door, 356C, 1600cc, matching numbers, not for sale.  
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This is only a partial listing of our inventory, which does change daily. Prices are subject to change due to on-going restoration work!



Harley Earl's son, however, did not enjoy the same success.

—Robert Kossel, Mississauga, Ontario, CAN

**RUNNER UP:** Bob couldn't imagine how his pal Ted found out he was sneaking over to "visit" Ted's wife every Thursday afternoon.—**Bill Orth, Denver, CO**

In keeping with their new policy of using letters instead of names to designate models, Cadillac today introduced the LSD.—**Kick Wheeler, New Milford, CT**

That's right, I said I need a bra for my car.—**Dale H. Moody, Matteson, IL**

A sorted car for assorted nuts.—**Matthew Schlotterback, Lyons, KS**

Is it fish or foul?—**Al Zim, Bedford, TX**

Shore transportation for the passengers and crew of the Yellow Submarine.—**Tim Wright, Glendale, AZ**

A rare prototype Volvo with standard technicolor paint, air conditioned rear wheels, double front safety bumpers, aerodynamic fin, and windshield sunvisor. The Tyrannosaurus Rex visor ornament looks cool, but is not period correct.—**Jeff Martin, Scottsdale, AZ**

Willy Wonka's Alice in Wonderland Dream Ride.—**Rick Collins, Camano Island, WA**  
Sven and Bjorn head for the first annual Gutten Guys Nats.—**Pete van Hattem, SeaTac, WA**

How tacky, Steve thought, as he reclined on the driveway sofa



next to his Volvo wagon, wishing the Neighborhood Association would do something about the "For Sale" sign on his neighbor's travel trailer.—**Phillip Clower, Denver, CO**

Free tie dye T-shirt and a roach clip with any paint job by Stoned of Venice.—**Phil Ciminelli, Woodcliff Lake, NJ**

As a teenager, my parents hoped that driving grandma's hand-me-down Volvo wagon would cure my rebellious streak. Ha!—**Jay Mackro, San Juan Capistrano, CA**

Hey honey, remember last week when you said your Volvo was dull? Well, I fixed that.—**Alan Sosnowitz, Stamford CT**

The jealousy over his neighbor's VW Golf Harlequin finally got to him.—**Matt Lewis, Traverse City, MI**

Initially, Jeff Gordon

was pleased to hear that DuPont was giving him a daily driver.—**Bill Mihalic, Rochester, MI**

Jeeze Bob, don't you think those taillights are just a bit over the top?—**Lance Lambert, Seattle, WA**

Deformed DuPont demo does devoted duty for daily deli and dairy deliveries.—**Del Bowman, Rancho Mirage, CA**

Crusty the Clown goes "high-definition."—**Brady Lindsey, Monterey, CA**

Porsche pulls out all the stops to disguise a super secret wagon concept. Even they couldn't tell it was their car.—**Michael Whelan, Roseville, CA**

Because he recognizes that a great sense of style—automotive or otherwise—doesn't always run in the family, Robert Kossel wins a soon-to-be-collectible Sports Car Market cap. ♦

## Comments With Your Renewal

There is no automobile magazine I enjoy more than yours. Keep up what you're doing.—**B. Menscher, Plantation, FL**  
Great magazine.—**B. Murray, Plano, TX**

More info about the low-enders is good too. Keep up the good work.—**W. Taylor, Great Falls, MT**

Wow, for a moment there I thought you were giving away a toaster for my renewal. Oh well, maybe next time.—**G. DeJohn, Pompano Beach, FL**. You missed out on the toasters; we're on to blenders now.—**KM**

Would love to see a monthly profile on 2+ sports cars. Some of us have kids that would like to go out with us!—**I. Bishop, Upland, CA**

How about a little more focus on eBay? You have called attention to some interesting and goofy sales.—**N. Koglin, Chicago, IL**. Funny, our eBay Analyst, Geoff Archer, describes his job with those very same adjectives.—**KM**

SCM is the magazine that I urgently look forward to every month.—**D. Friedlander, Pittsburgh, PA**

Thanks for the recent articles on Morgans. The reason they don't go up in value is because the are so much fun to drive.—**J. Rogers, Colorado Springs, CO**

Keep up the good work.—**C. Louro, Sao Paulo, Brazil**

Don't forget the middle class.—**G. DelGrande, Healdsburg, CA**

I'd like to see more affordable vehicles, "fright pigs," and barn finds.—**K. Thomson, Tucson, AZ**

Always changing and improving the format and content keeps the magazine fresh and interesting. Thanks.—**S. Lindsay, Manchester, CT**

Still the best car magazine I have ever subscribed to. The only mag I read every year on my way to and from the Monterey weekend.—**T. Hayden, Jackson, TN**.

Why would anyone ask for less of something? Keep bringing me more of everything.—**J. Peak, Lake Worth, FL**

As a relatively new subscriber, I love this magazine and wish I had found it years ago. Would love more covers of pre-1930s and Brass cars.—**R. Evans, Holden, MA**

Just keep doing what you're doing. No complaints. Best car magazine ever. Thanks.—**B. Veio, Centennial, CO**

Don't change a thing. Carl Bomstead was a little hard on the Italia I sold at McCormick in February. I thought it was a 2+, but I suppose I can live with the 2.—**F. Siegrist, Brookings, OR**

And thanks to all of you for your thoughtful comments and your renewals.—**Keith Martin**. ♦

## This Month's Mystery Photo

Response Deadline: October 25, 2008



### Our Photo, Your Caption

Be the author of the most accurate, creative, or provocative response and receive a Sports Car Market cap. Ties will be arbitrarily and capriciously decided.

Fax your response to 503.253.2234; email: [mysteryphoto@sportscarmarket.com](mailto:mysteryphoto@sportscarmarket.com); snail mail: Mystery, P.O. Box 4797, Portland, OR 97208-4797. Please include your name and contact information.

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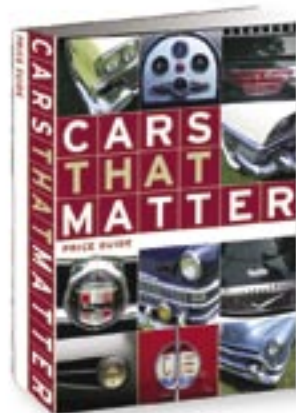
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**English**

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**1956 Jaguar XK 140MC**



Beautiful, concours winning Mike Wilson restoration. Single California family ownership for past 46 years. Great performance. Matching #'s, black plates, working O/D. Original book, tools, jack. \$129,500 Fantasy Junction, [management@fantasyjunction.com](mailto:management@fantasyjunction.com); [www.fantasyjunction.com](http://www.fantasyjunction.com). 510.653.7555. (CA)

**1966 Jaguar XKE Convertible**



4.2 Litre Series one car finished in green with biscuit Connolly hides. Immaculate rust free body, numbers matching. Superb, fully sorted mechanicals. Owned by meticulous enthusiast for many years. \$95,000. Matthew L. deGarmo Ltd. 203.852.1670; [www.deGarmoLtd.com](http://www.deGarmoLtd.com).

**1968 Jaguar XKE Convertible**



Early Series 1 1/2 with S1 marker lights and nose. Beautifully restored example with matching num-

bers. Finished in white with black leather. All correct, mint throughout and ready now for trouble free touring. \$65,000/fair offer. Matthew L. deGarmo Ltd. 203.852.1670; [www.deGarmoLtd.com](http://www.deGarmoLtd.com).

**1957 Lotus XI Westfield**



Rare, light (1100 LBS) and fast, twin Mazda rotary power, rack/pinion, front discs, Minilites, excellent condition, race or show. \$24,500 616.682.1344; [wppapke28@aol.com](mailto:wppapke28@aol.com). (MI)

**1969 MG B**



All original except wheels, battery, ignition. Stored 1984 - 2004. Solid strong runner. \$5500 90,921 miles, only 572 in last 4 years. History & pix at [jlcline@btonline.com](mailto:jlcline@btonline.com).

**1930 Rolls-Royce Phantom II Special Order Long Chassis Sport Coupe by H.J. Mulliner**



#126GY. Very sporty automobile, nicely restored with cycle fenders & step plate running boards. Excellent mechanics. Lovely to drive. Full ownership history & factory build sheets. Charles Crail Automobiles. 805.568.1934; [www.charlescrail.com](http://www.charlescrail.com).

**1934 Rolls-Royce Phantom II Continental Sedan Drophead Coupe**



By HJ Mulliner Chassis #120SK Offered at

Vintage Motor Cars of Hershey October 10, 2008. 800.211.4371; [www.rmauctions.com](http://www.rmauctions.com).

**1958 Rolls Royce Cloud I RHD**



Auto, Air Cond. 2nd place Concourse 'D Elegance. Sand over Sable. Totally reconditioned. No Rust. \$39,950. 503.775.6735 or 360.944.7259.

**1961 Triumph TR3A**



O/D transmission, signal red, restored in 1980's. 2K miles on rebuilt engine, oil cooler, many upgrades. Gary W Brown 757.564.3336. [gbrown@cwf.org](mailto:gbrown@cwf.org).

**1974 Triumph TR6**



Restored in California in early 90's. Driven summers only and meticulously cared for by two fussy owners since. Teal green, saddle leather. A really lovely car, ready to drive and enjoy. \$18,500. Matthew L. deGarmo Ltd., 203.852.1670, [www.deGarmoLtd.com](http://www.deGarmoLtd.com). (CT)

**France**

**1914 Peugeot 1455 Torpedo Tourer**



#20644 One of 325 built & believed to be the last remaining 1455 in existence. Restored in mid-1990's. Great history. Award winner. A wonderful example of a pre-1915 "brass-era" car that is well equipped for touring. Charles Crail Automobiles, 805.568.1934; [www.charlescrail.com](http://www.charlescrail.com).

**1948 Talbot-Lago T26 C**



s/n 110004, engine 45102. Ex-Comotti. Documented and known history from new. Original chassis, engine and transmission. Fresh \$70,000 rebuild including engine, gearbox, wheels. FIA papers. \$1,350,000

Fantasy Junction, [management@fantasyjunction.com](mailto:management@fantasyjunction.com); [www.fantasyjunction.com](http://www.fantasyjunction.com). 510.653.7555. (CA)

**German**

**1972 BMW 2002 tii**



2.0 liter, 5 Speed, 100,112 miles, Nevada paint, Brown interior, VIN: 2760088 Excellent mid-90s restoration; featured in Grassroots; southern car; I am the 4th owner; extensive paperwork \$25000.00 David Hinkle, [dhinkle104@aol.com](mailto:dhinkle104@aol.com), 865.862.5270 or 865.207.6954.

**1972 BMW 3.0CS**



Incredible original car. Never restored and excellent throughout. Finished in dark green, tan leather, sunroof, power windows, factory air conditioning, all tools. \$39,000 or fair offer. Matthew L. deGarmo Ltd. 203.852.1670 Website: [www.deGarmoLtd.com](http://www.deGarmoLtd.com)

**1966 Mercedes-Benz 230SL Convertible**



Restored from the ground up by Bob Platz at a cost of \$160k, with full documentation. Ultra rare ZF 5-speed transmission. Looks, runs, drives as new. Two tops, books, tools. Absolutely flawless throughout. Green, cognac leather. \$85,000. Matthew L. deGarmo Ltd., 203.852.1670, [www.deGarmoLtd.com](http://www.deGarmoLtd.com). (CT)

**2005 Mercedes-Benz E55**



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**1961 Porsche 356 Coupe T5 series**



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transmission confirmed by CoA from Porsche. Bare metal restoration in 1990 and little use since. Very carefully maintenance and storage. Full records on restoration work. Car in Long Island NY. \$37,500.

**1962 Porsche 356B T6 Super Twin Grille Roadster**



Very rare, one of 90 left on the planet. Professionally and correctly restored by fanatical owner. Finished in ivory over red Connolly leather hides. Fitted with fresh German square weave red carpeting and black German canvas top and boot. Beautiful chrome, glass, rubber moldings, etc. All numbers match with Kardex. Engine blueprinted and very strong. Sport exhaust. Special VDO oil temp and voltmeter gauges. Vintage Les Leston wood steering wheel. Chrome wheels with modern radials. Full 12 volt conversion. Cocoa mats, car cover and too many other details to print. Owned for 11 years, Can be seen in East Hampton Long Island. \$152,000 Contact kaneconsulting@hotmail.com Carl Kane, kaneconsulting@hotmail.com.

**1997 Porsche 993 Turbo S**  
6 speed, 6,000 Miles, Polar Silver paint, Midnight

Blue interior, VIN WPOAC2998VS375994. The last and mightiest of the aircooled Porsches sold in the US, 0-60 in 3.8 sec., only 180 made. Like new, digital sound, sun roof, full "S" package, rare spectacular car. \$169,000.00. Lee Seward, lpfrazier@starband.net, 303.838.1111. (CO)

**Italian**

**1960 Abarth Zagato 750 Spider**



Extremely RARE. According to the current wisdom, this is 1 of only two of these cars ever produced by the body maker Zagato for Abarth. There are a few more of an earlier Zagato Spider model, but this is by far the better looking car. It was presented at the Pebble Beach Concours 4 years ago in a special Abarth only class. The engine is actually a 214D spec 850cc engine from the factory with forged crank and special rods. It was rebuilt recently and has only break-in mileage on it. This car came originally with special Abarth competition drum brakes and 12" competition steel wheels. Currently, it has Fiat 850 discs and 13" wheels and new tires. The Competition brakes, wheels and tires are included in the sale. How rare is a 1 of 2 car?? Last fall, a 750 Double Bubble sold for almost \$90,000. There were several hundred Double Bubbles sold and only 2 of these

Zagato Spiders. Zagato typically built coupes and only occasionally did a few spiders. Keith Goring, kg1949@optonline.net.

**1967 Alfa Romeo Duetto racecar.**



Glorious driving experience. Obsessively maintained by Yard Racing. Has everything. Ready to race and win again. davidz@wi.rr.com.

**1979 308 GT4 Dino**



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**1980 Ferrari 308 GTBi**



Yellow/black 6,500 miles. Major service done, records, a totally unmolested and unrepeatabe time warp car. \$39,000. Jim, 440.460.0161.

**2002 Ferrari 360 Modena**



One female owner from new; 4000 original miles. Grigio Alloy, dar blue interior. All services done including timing belts. Immaculate throughout. \$129,000 or best offer. Matthew L. deGarmo Ltd. 203.852.1670; www.deGarmoLtd.com.

**Japan**

**1969 Datsun 1600 Roadster**



An extremely nice example. Prior California car restored by Nissan mechanic for his wife. Showing 37,791 miles with no rust repairs or accidents. \$14,900 OBO. 815.675.3222. (IL)

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### American

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Restored with original "Valve-in-Head" 248 straight 8, and 3speed synco-mesh trans. Artillery steel spoke wheels, suicide doors & dual side mounts. \$36,900 Contact Shellie Jones 949.955.3832 or Shellie@gcompanies.com.

#### 1986 Buick LeSabre Grand National



The 86 LGN was the result of the Regals replacement by the LeSabre in NASCAR racing. Sometimes confused with 1986 Century Gran Sport (not the GRAND Sport), this car is a very limited production. Reports show 117 were made. How many could possibly be left? This is all original including the paint, black with gray interior. Engine is the 3.9 liter V6 with automatic transmission. Car is fully loaded and comes with manual and documentation. Runs and drives great! Located in SC, for sale by private owner. \$22500.00 Deborah West, sales@classicladymotors.com, 704.996.3735, www.classicladymotors.com.

#### 1990 Buick Reatta Convertible



White/black hartzcloth top, burgundy leather. Judged first in class by the Buick club on North America 7-12-08. Excellent throughout. \$11,500. Tom Smith, 740.881.6154.

#### 1966 Cadillac DeVille Convertible



Red, white interior, professional bare metal repaint,

new authentic interior. Just a show stopper. Over \$60k spent. \$48,000.00. Russ Nairn, 412.638.2152.

#### 1947 Chevrolet Woody



Beautiful restoration, all original wood, never abused, 57K-Mile 1-family owned, Vacuum Shift, excellent chrome, gorgeous full leather, 3 seats, runs great, \$87,000. OBO 615.497.5530.

#### 1960 Corvette Fuel Injected Convertible



Numbers matching, a totally original, untouched car. Rare black/black. Superb original body, flawless frame. 283/290. Mechanically fully sorted. Needs absolutely nothing. Factory hardtop included. \$120,000/offer. Matthew L. deGarmo Ltd. 203.852.1670; www.deGarmoLtd.com.

#### 1970 Dodge Challenger R/T Conv 440-6



Shaker hood, pistol grip 4sp, low miles on better than new quality restoration, rim blow horn, six-way seat, engine and undercarriage detailed, all metals polished or chromed to perfection, original locking gas cap, rear stabilizer bar, original 383 w/ac on engine stand w/parts. \$89,000. drourke@aol.com; 508.872.5312. (MA)

#### 1942 Ford Super Deluxe Woodie Wagon



Rare model with superb original wood. Mint condition throughout. Great history. All options including Columbia rear end, original radio, heater. Show quality but fully sorted for real driving. Call for details. Matthew L. deGarmo Ltd., 203.852.1670, www.deGarmoLtd.com. (CT)

#### 1966 Ford Fairlane GTA Convertible



Hands down, this GTA convertible is one of the best you will see around. Exterior is red and interior is

a black bucket seat console. Engine is the original 390/335 with automatic transmission. Options include power steering, push button AM radio, seat belts with seat belt warning light, visibility group, electric clock, and heater/defroster. This car is one of only 4,327 Fairlane convertibles produced with the model number 44 (Fairlane 500 GT 2-Door Convertible Bucket Seat) and body style 76D (500 GT bucket seats). This car was in the hands of the 2nd owner for 26 years. He stored it in his basement. Car has never been in the rain and always garaged. Currently this car resides in a private collection and is stored in a temperature control facility in SC. \$42500.00 Deborah West, sales@classicladymotors.com, 704.996.3735, www.classicladymotors.com

#### 1966 Shelby GT350



s/n SFM6S1905. Very nice. unrestored, solid car. Strong cosmetics. Consistently maintained and developed to produce a car that retains its original feel and practical to use. Ideal for Tour Auto. \$155,000. Fantasy Junction, management@fantasyjunction.com; www.fantasyjunction.com. 510.653.7555. (CA)

#### 1966 Shelby GT350 H



The real deal and the best one on the planet. National concours level, and fully sorted for driving. 100% correct and authentic. Original black with gold stripes, correct original automatic transmission. \$225,000. Matthew L. deGarmo .Ltd. 203.852.1670, www.deGarmoLtd.com.

### Race

#### 1961 Ol' Yaller, # VIII



The most sophisticated and attractive of max Balchowsky's storied racers this restored example is highly competitive and an excellent value. Signed by Max. POA Fantasy Junction, management@fantasyjunction.com; www.fantasyjunction.com. 510.653.7555. (CA)

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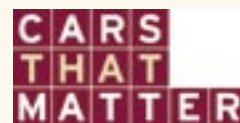
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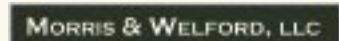
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# Ferrari Yearbook “Mostly Likely To”

Tuskegee and early California license plates both score, NASCAR dealer sign takes the checker ahead of gasoline ephemera



**Carl's Thought** If you think motobilia is attracting silly money, here's proof it still has a long way to go: A 1906 Honus Wagner baseball card recently sold at auction for \$1,620,000, which did not even come close to the record price of \$2,800,000 paid last year. The T-206 Wagner card was included in packages of American Tobacco, and 100 or so are still around, with only ten thought to be in excellent condition.

Guess you have to decide if you want an old baseball card or a 1929 Duesenberg Model J convertible coupe. Not a tough choice, at least for me. I mean, what fun would be it to take your baseball card to Pebble Beach? I found a few more items that are less expensive than baseball cards and a heck of a lot more interesting.



**EBAY #130240507312—YATES FORD USED CARS NEON SIGN.** Number of Bids: 7. **SOLD AT: \$7,400.** Date Sold: 7/28/2008. Robert Yates entered the NASCAR world in 1989 and Yates Racing has 57 wins in the series. This large porcelain and neon Yates Ford sign was from their used car lot and the electronics had been restored. Price was most reasonable, as large signs have been escalating at a dramatic rate and it appealed to both sign collectors and NASCAR fans.



**EBAY #230273916357—TUSKEGEE ARMY AIR FORCE BASE LICENSE PLATE.** Number of Bids: 17. **SOLD AT: \$1,009.** Date Sold: 7/31/2008. In 1941, the Army Air Force, in a historic move, began training black Americans as aviators at Tuskegee. Records show that 992 men graduated as pilots and 450 actually entered combat. This license plate is a piece of history and appeals to a broad cross-section of collectors. There can't be many of these around, so the price was reasonable.

**EBAY #320276722365—TROP-ARTIC OIL COMPANY POSTCARD.**

Number of Bids: 1. **SOLD AT: \$49.** Date Sold: 7/24/2008. This colorful postcard had a postmark of 1914. Period touring cars were illustrated in summer and winter conditions showing that Trop-Artic oils would protect your car in all conditions. These graphics also appeared on various sizes of oil cans and blotters. The company was acquired by Phillips 66, and the interesting bold graphics gave way to more modern designs. Very fair price for a wonderful piece of period advertising



**EBAY #150267901465—RED HAT GASOLINE PORCELAIN SIGN.**

Number of Bids: 22. **SOLD AT: \$3,350.** Date Sold: 7/13/2008. This double-sided 32" sign was rare indeed, but it was totally trashed. There were chunks out of the porcelain and some streaks of black crud that the seller states won't come off. The Red Hat Company was formed by a group of independent oil producers, but Standard Oil sued them in the late twenties and won, claiming their logo was similar to the Standard Red Crown. Another example of this sign, in very nice condition, sold August 2 of this year at an auction in Iowa for \$13,200, but there was no comparison here. Condition is king and we are talking tomatoes and potatoes.



**EBAY #380044987946—1905 LEATHER CALIFORNIA LICENSE PLATE.**

Number of Bids: 12. **SOLD AT: \$2,027.22.** Date Sold: 7/16/2008. Seller stated that this plate was issued prior to California joining the Union, but that was not the case as that occurred September 9, 1850. Lack of historical knowledge—only off by 55 years—aside, the numbers were issued prior to California making license plates. Plates were required, however, and you would make your own for your assigned number. This plate came with a newspaper article from 1940 which identified the original owner and dated the plate. Early low-number plates are very collectible and the buyer stepped up for a piece of automotive history.



**EBAY #370068563240—SUNSET OIL COMPANY HAT BADGE.**

Number of Bids: 20. **SOLD AT: \$1,413.89.** Date Sold: 8/19/2008. Sunset was a Los Angeles oil company that was founded in 1914 and ultimately acquired by the Wilshire Oil Company and in turn Gulf. Gas and oil collectors covet any artifacts from the company, and while this colorful badge was expensive, it would have sold for twice what was paid here a few years back during the heyday of badges.



**EBAY #120286712421—1963 FERRARI YEARBOOK.**

Number of Bids: 4. **SOLD AT: \$1,523.99.** Date Sold: 7/28/2008. This original Ferrari factory-issued yearbook was in excellent condition and full of information on the 250 GTO and the newly introduced 250 LM. It also included a lot of information on the 1963 F1 season, not Ferrari's best year. As an added bonus it had an Enzo Ferrari business card stapled to the first page.



These are very desirable in the Ferrari world and earlier ones have actually been reprinted. The price was expensive, but compared to \$5 million for a 250 LM, it was nothing. ♦

**SUBSCRIPTION INFORMATION**

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