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Keith Martin's  
**Sportscar Market**  
The Insider's Guide to Buying, Investing, Values, and Trends

**\$3.6m**

**250 LM**  
Sports Racing Bargain



February 2009  
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- ▶ 375 MM—full throttle on the Colorado Grand
- ▶ No ordinary Camaro—'67 Nickey Stage III makes \$446k
- ▶ DB4GT Zagato replica—well bought at \$530k

# THE Scottsdale Auction

68th & Camelback Road . Scottsdale Fashion Square . AZ

saturday . january 17 . 2009 . 11am



2003 FERRARI ENZO  
Coachwork by Pininfarina

1929 DUESENBERG MODEL J  
CLEAR VISION SEDAN  
Coachwork by Murphy



1940 PACKARD  
120 STATION WAGON  
Coachwork by Hercules

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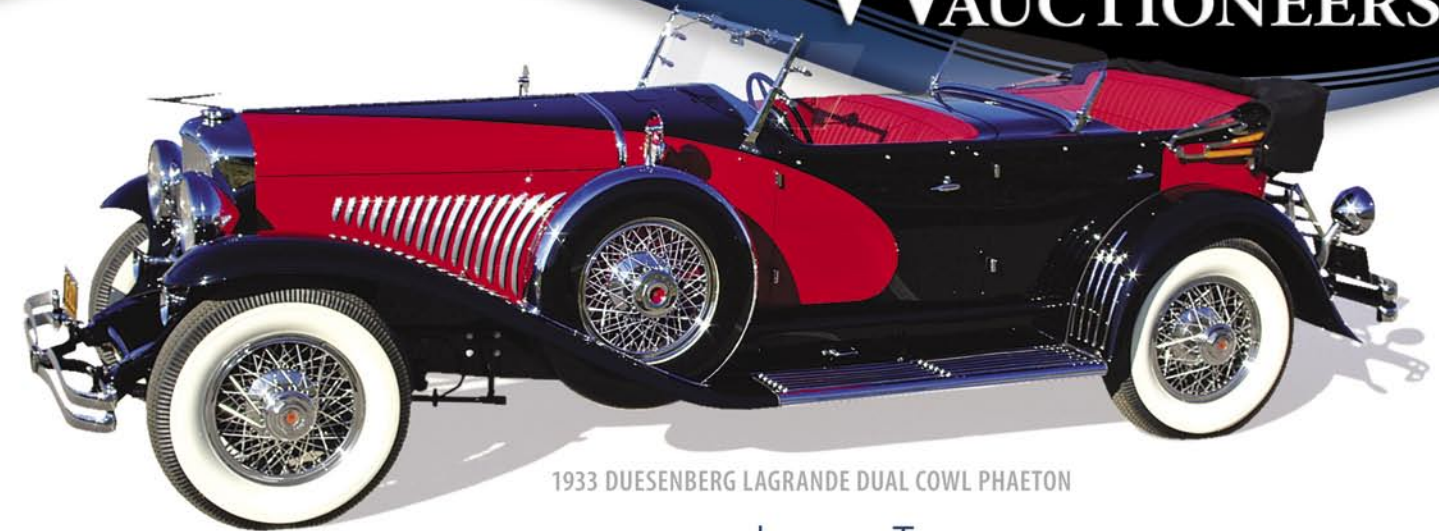
### Current Inventory

- 1956 Ferrari 250 GT LWB "Tour de France"  
Completely restored. Outstanding race history. (s/n: 0563GT)
- 1958 Ferrari 250 GT PF  
Older restoration, great event car. Red/Tan (s/n: 1107GT)
- 1969 Ferrari 365 GTC  
Well documented. Fresh interior w/ Books and tools (s/n: 12713)
- 1971 Ferrari 365 GTS/4 Daytona Spyder  
Completely restored FCA Platinum award winner (s/n: 14779).
- 1972 Ferrari 365 GTS/4 Daytona Spyder  
Extremely well documented. Highly original. (s/n: 15171)
- 1973 Ferrari 365 GTB/4  
Fully restored. White/Black w/red inserts. (s/n: 16953)
- 1974 Ferrari Dino 246 GTS  
Fully restored. Red/Black (s/n: 5894)
- 1967 Chevrolet Corvette Coupe 427/435  
Fully restored NCRS Top Flight award winner. (s/n: 118016).
- 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)
- 1972 Porsche 911 S  
Fully restored. Original engine upgraded to 2.7 (s/n: 9112301576)





1938 PACKARD TWELVE CONVERTIBLE VICTORIA



1933 DUESENBERG LAGRANDE DUAL COWL PHAETON

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1971 JAGUAR XKE SERIES II ROADSTER



1931 CADILLAC V12 SPORT PHAETON



1931 CADILLAC V16 ALL-WEATHER PHAETON



1940 PACKARD 120 CONVERTIBLE COUPE



1965 CHEVROLET CORVETTE ROADSTER  
Herb Caplan/Dick Guldstrand



1936 AUBURN 852 SC BOATTAIL SPEEDSTER



1958 BUICK SPECIAL CONVERTIBLE

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**46** 250 LM: Passing the savings on to the next guy



**38** DB4GT Zagato: Sanction III?



**40** 6C 2500: Real, but not quite original



## IN-DEPTH PROFILES

What You Need To Know

### FERRARI

- 34** **1996 Ferrari F50—\$511,676**  
 Maranello's first F1 car for the street.  
*Steve Ahlgrim*

### ENGLISH

- 38** **1961 Aston Martin DB4GT Zagato Re-creation—\$529,320**  
 Doing the math on the replica's replica.  
*Paul Hardiman*

### ETCETERINI

- 40** **1942 Alfa Romeo 6C 2500 Sport Cabriolet—\$345,400**  
 Real car, real history, older restoration—and discounted for it.  
*Donald Osborne*

### GERMAN

- 42** **1959 Volkswagen 1200 Beetle 2-Door Sedan—\$12,870**  
 Of the people, by the people, and for the people.  
*B. Mitchell Carlson*

### AMERICAN

- 44** **1967 Chevrolet Stage III Nickey Camaro—\$446,250**  
 A stoplight supercar that's been around the block.  
*Colin Comer*

### RACE

- 46** **Ferrari 250 LM Berlinetta—\$3,617,020**  
 Sure, it's got stories. But it's also half off as a result.  
*Thor Thorson*

## GLOBAL AUCTION COVERAGE

\$35m in Cars Examined and Rated at Eight Sales

### RM AUCTIONS

- 50** **London, UK:** Vintage and modern supercars total \$24m at RM's second London event.  
*Paul Hardiman*

### CARLISLE AUCTIONS

- 60** **Carlisle, PA:** Fall Carlisle sells \$1.2m, with a '63 Bel Air 409 taking top honors at \$64k.  
*Chip Lamb*

### BONHAMS & BUTTERFIELDS

- 66** **Los Angeles, CA:** Cars and motorcycles bring \$1.3m at the Petersen Museum.  
*Ed Milich*

### THE WORLDWIDE GROUP

- 72** **Hilton Head, SC:** Post-block sales boost final totals to just over \$4.2m.  
*Chip Lamb*

### SILVER AUCTIONS

- 82** **Portland, OR and Las Vegas, NV:** Affordable classics and muscle feel the market pinch in Portland and Vegas.  
*Paul Duchene and Lance Raber*

### BONHAMS & BUTTERFIELDS

- 90** **Brookline, MA:** 1913 National Semi-Racer at \$196k leads a \$2.7m day at the Larz Anderson Museum.  
*Don Schoeny*

### EBAY MOTORS

- 98** **Work trucks** for any task.  
*Geoff Archer*

# Automobiles of ARIZONA

JANUARY 16, 2009 ARIZONA BILTMORE RESORT & SPA PHOENIX, ARIZONA



1954 DODGE FIREARROW III COUPE CONCEPT CAR  
 by Ghia



1937 BUGATTI 57SC ATALANTE  
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1963 CHEVROLET CORVETTE GRAND SPORT  
 Chassis no. GS002

1958 FERRARI 250 GT TOUR DE FRANCE BERLINETTA  
 Chassis no. 0787GT



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RM AUCTIONS



# PRIVATE TREATY SALES AT KIDSTON SA



## COLUMNS

- 10 **Shifting Gears**  
Don't kill the messenger  
*Keith Martin*
- 26 **Affordable Classic**  
Ford's Model T, 100 years and counting  
*Rob Sass*
- 28 **Legal Files**  
Staying covered while shipping  
*John Draneas*
- 36 **Sheehan Speaks**  
Ferrari's emergency measures  
*Michael Sheehan*
- 100 **Bike Buys**  
Guzzi's take on Le Mans  
*Ed Milich*
- 114 **eWatch**  
European buyers strike gold  
*Carl Bomstead*

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- 32 **Colorado Grand:** Thrills in the Rockies

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CLIENT PORTFOLIO 1928 MERCEDES-BENZ 26/120/180 S TYPE ● 1936 MERCEDES-BENZ 500K CABRIOLET A ● 1937 MERCEDES-BENZ 320 CABRIOLET A  
 1939 LAGONDA V12 RAPIDE ● 1948 CISITALIA 202MM SPYDER NUVOLARI ● 1953 FERRARI 250MM BERLINETTA ● 1955 MERCEDES-BENZ 300SL GULLWING COUPE (ILLUSTRATED)  
 1957 FERRARI 500 TRC SPIDER BY SCAGLIETTI (EX-MILLE MIGLIA/LE MANS 24 HOURS/NURBURGRING 1000KMS - ILLUSTRATED) ● 1960 ASTON MARTIN DB4GT (EX-TOUR DE FRANCE)  
 1964 PORSCHE 904 GTS ● 1967 COOPER-MASERATI V12 T86 ● 1968 LAMBORGHINI MIURA ROADSTER ● 1970 MERCEDES-BENZ 280SE 3.5 CABRIOLET  
 1972 LAMBORGHINI MIURA SV (ILLUSTRATED) ● 1974 PORSCHE CARRERA RS 3.0 ● 1976/83 FERRARI 308GTB GROUP B ● 1991 FERRARI F40 LM  
 1997 MCLAREN F1 (2,450 MILES - ILLUSTRATED) ● 2001 BENTLEY CONTINENTAL T (11,000 MILES) ● 2001 FERRARI 333SP  
 Please note that to respect client confidentiality not all motor cars available may be shown

## “As on a Darkling Plain...”



What lies ahead?

If ever we needed a respite from being pummeled by bad news, it is now. Scarcely a day goes by without a headline about an investment firm failing, a newspaper declaring bankruptcy, or a car company down to its last few billion dollars.

The Dow continues to swing unpredictably like the needle of a magnet exposed to lodestone; nearly 40% of its value has evaporated. And the U.S. market rates a winner compared to that of most European and Asian stock markets, some of which have losses in the 80% range. Even the weather seems to be colder, wetter, and darker than usual.

However, despite all this, we haven't heard of any Ferrari F40s selling for half price at \$300,000, or Shelby 289 Cobras going for \$250,000. If you recall the last slump in 1991, Dinos fell from \$250,000 to \$60,000 and stayed there for a decade. This time, and at least for now, Dinos are still above the \$200,000 benchmark they cleared over a year ago.

### The GTO benchmark

A week ago, I had the chance to sit with three experienced collectors—Bruce McCaw, Miles Collier, and Eric Zausner. They've all been around the car market for a long time and have demonstrated acumen in their non-car business dealings.

As you might expect, our conversations eventually devolved into thoughts about values. Of course, the favorite benchmark car for these types of roundtables is the Ferrari GTO, with just 39 built.

In their collective opinion, nearly every one of the current GTO owners is fairly well insulated against the current market, so we are unlikely to see an auction headline calling out, “Five GTOs, Your Choice, No Waiting,” unlike 1988–91. Back then, some GTOs were leaving the hands of original owners and beginning the rapid broker-to-broker climb up the value chain (aided by easy money—not so easy to come by now). Today, most GTOs today are in secure, mega-wealthy hands. You know the type; they walk around proclaiming, “I got heavy into cash two years ago so I don't care what the market is doing.”

However, as the production number of a collectible model increases, so do its chances of seeing a change in value. Another favorite for market watchers is the GTB/4, and they've zoomed from \$300,000 five years ago to the \$1m–\$1.5m range today. Yet with 280 built, nearly eight times the number of GTOs, it is likely that some of them are owned by collectors with a precarious resource base, which in turn can lead to several coming to market at once and being priced at “what the market will bear.”

But as I write this, though we have seen some softening in most segments of the collector car market, there's been nothing to indicate that an investment banking-style collapse is in the works.



### Some desperate sellers

However, that doesn't mean that collectors aren't worried. In fact, for the first time in over 20 years of reporting the market, we have seen emails threatening actual bodily harm to an SCM columnist if he doesn't “start saying good things about the market.” These emails say, in effect, that “some of us have a lot of money invested in expensive cars, and it is very important that the market be sustained until we are able to sell them. Anything said or done to the contrary personally affects us, and we won't take that kind of action lightly.”

Well, well.

Frankly, if killing the messenger would solve a market problem, there would be no reporters left on any business news desk in the country. It is sheer folly to think that the actions of any single journalist, or even group of journalists, can materially affect a market.

Part of the reason that SCM has been and will remain primarily reflective rather than predictive, is that we continue to marvel at how the market unfolds, one auction at a time, and the trends it reveals through its results. Would anyone have predicted that a McLaren F1 would bring twice current market at \$4 million, as one did recently at the RM London sale? Or would anyone have thought that a brilliantly restored and documented 1970 Hemi Challenger R/T coupe would change hands for a paltry \$135,000, as we watched happen at Silver in Portland last September?

If we had forecast either outcome, we would have been termed naively optimistic, or hopelessly negative. The market is made up of tens of thousands of collectors and hundreds of thousands of cars, and each owner makes his own decision about the value of the machinery in his garage.

The collector car market is in flux, there's no doubt about that. And as we wait to see what directions it will go, we are reminded of the words of poet Matthew Arnold: “And we are here as on a darkling plain / Swept with confused alarms of struggle and flight, / Where ignorant armies clash by night.”

### Ain't life grand

For the second consecutive year, I had the privilege of participating in the Colorado Grand. Last year, it was as the guest of Premier Leasing's Mitch Katz, driving in his 1965 Alfa Romeo Giulia Spider Veloce. This year it was a completely different experience, as I was co-pilot with Miles Collier in his ex-Eddie Hall, 1934 4¼-Liter sports special, s/n B35EA. The only Rolls-Royce Bentley officially prepared by the factory, the car raced successfully in the TT in 1934, '35, and '36, and incredibly, 14 years later was entered at Le Mans, where it finished 8th, just 20 laps behind the winning Talbot-Lago.

Collier has a reputation as both a thoughtful collector and a consummate driver, and he insists that all his machinery be in top usable shape. So it was no surprise to find that the Bentley proved to be powerful and predictable, with even the mechanical brakes capable of stopping the car in impressively short distances.

Unusually, the weather was clear and warm for all five days of the Grand, and Collier graciously allowed me considerable time behind the wheel. Adapting to a right-hand-drive car in the U.S. always takes a bit of doing, especially as passing on two-lane roads involves sliding over the center line until your navigator can either wave you forward, or, ashen-faced, frantically gesture for you to return to your lane before you become a hood ornament for an oncoming Peterbilt.

This being the 20th anniversary of the Grand, I saw many familiar faces, driving many familiar cars. A new-to-the-event face and car were Tom “The King of Toasted Ponies” Shaughnessy, driving his 375 MM, and his fresh and engaging report appears on page 32. ♦

1793  
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#### Other cars from the Leonard Collection:

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1925 Packard Model 244  
5 Passenger Touring  
1928 Auburn 8-115  
Boat-tail Speedster  
1929 Rolls-Royce Phantom I Avon  
1933 Rolls-Royce Phantom II  
Sedanca de Ville by Gurney Nutting  
1938 Packard Model 120  
Darrin Convertible  
1948 Lincoln Continental Convertible  
1953 Jaguar 3 1/2 Liter Special  
1954 Bentley R-Type Saloon

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From 50 years of storage, 1937 Bugatti Type 57S at Bonhams

**RM Auctions—**  
**Collector Cars of Fort Lauderdale**  
**Where:** Fort Lauderdale, FL  
**When:** February 6–8  
**More:** www.rmauctions.com  
**Last year:** 330/455 cars sold / \$17.9m  
 This annual Florida staple is one of RM's more general-appeal auctions of the year, with an array of cars available at a number of different price points. Among this year's headliners are a pair of 1966 Mustang convertibles built by George Barris for Sonny and Cher, the 1980 Lamborghini Countach used in the movie "Cannonball Run," a 1963 Lincoln Continental Town Brougham, and a 1965 Pontiac GTO convertible.

**Bonhams—**  
**Automobiles d'Exception à Rétromobile**  
**Where:** Paris, FRA  
**When:** February 7  
**More:** www.bonhams.com  
**Last year:** 47/69 cars sold / \$14.1m

Headlining this second annual Rétromobile event will be a 1937 Bugatti Type 57S originally owned by Lord Howe and known only to a handful of people over the last 50 years. Completely original and unused since the early 1960s, it's conservatively estimated to bring in the neighborhood of \$3.8m. Also headlining will be a 1913 5-liter Bugatti Type 18 known as "Black Bess," which is one of three surviving examples of seven built, and with excellent provenance and originality, it's thought to be the most valuable of the group. It's estimated to bring between \$1.9m–\$2.4m.

**Artcurial—Rétromobile 2009**  
**Where:** Paris, FRA  
**When:** February 8

**More:** www.artcurial.com  
**Last year:** 34/44 cars sold / \$5.6m  
 Again taking place at the Palais des Congrès, Artcurial's annual season opener held during Rétromobile will feature a number of significant cars, including a 1969 Matra MS 650 that is reportedly in ready-to-race condition, with FIA certification as well as a complete but dismantled engine. Also featured this year will be the 1969 Ferrari Daytona hard top coupe one-off displayed at the Paris Motor Show in 1969.

**Kruse International—Hawaii 2009**  
**Where:** Honolulu, HI  
**When:** February 13–14  
**More:** www.kruse.com  
**Last Year:** 47/135 cars sold / \$1m  
 The Hawaii Convention

Center will again play host to this second annual Honolulu event, which last year sold 47 cars for just over \$1m. This is still the only event of its kind in Hawaii, and a wide-ranging group of consignments consisting of everything from street rods to British sports cars can be expected.

**Leake—Oklahoma City Car Auction**  
**Where:** Oklahoma City, OK  
**When:** February 20–21  
**More:** www.leakecarauction.com  
**Last year:** 192/313 cars sold / \$4.1m  
 Kruse International will team up with Leake for this 25th annual event, which will take place in the Cox Pavilion at the Oklahoma City fairgrounds. Over 400 cars will be available, and among the featured consignments

is a professionally built 1932 Ford Deluxe 3-window coupe street rod powered by a 500-hp 302 Ford V8.

**McCormick—**  
**46th Exotic Car Show & Auction**  
**Where:** Palm Springs, CA  
**When:** February 20–22  
**More:** www.classic-carauction.com  
**Last year:** 252/471 cars sold / 4.7m  
 Over 500 cars are expected at this annual February auction, which will again be held over three days at the Spa Hotel & Casino in Palm Springs. Last year's high sale came in at just over \$100k, and with many cars selling for below \$50k, this is a great place to go to find a high quality, reasonably priced addition to your garage.

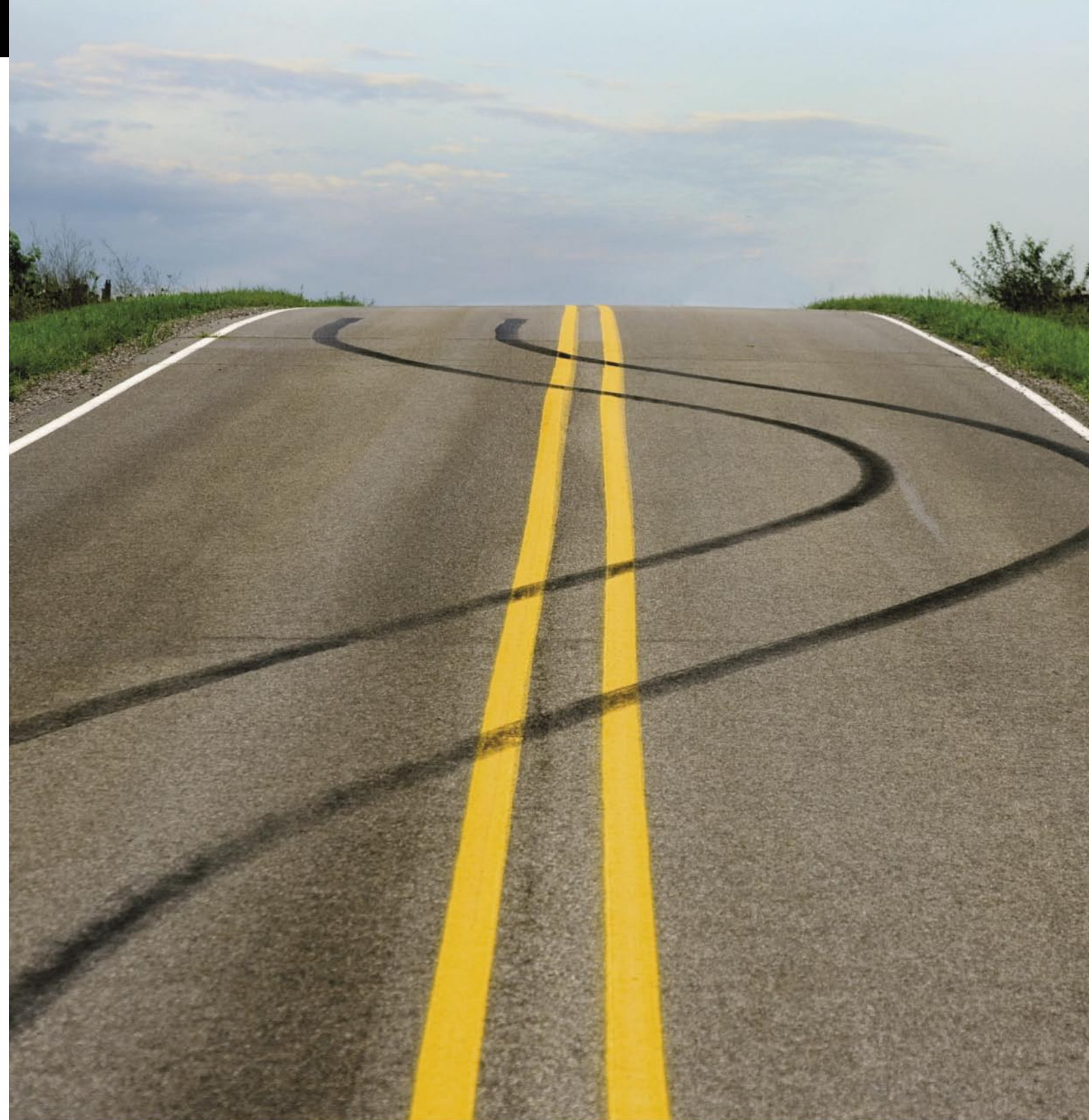
**G. Potter King—**  
**Atlantic City Classic Cars**  
**Where:** Atlantic City, NJ  
**When:** February 26–March 1  
**More:** www.acclassiccars.com  
**Last year:** 150/554 cars sold / \$3.7m  
 Touted as "America's largest indoor classic car event," this sale will feature over 1,000 cars on display daily. In addition to the general auction and car corral, G. Potter King will also hold an exclusive auction at the Borgata Hotel in Atlantic City on February 26, which will include a 1939 Packard four-door V12, a 1971 Oldsmobile 442, and a 1959 Chevrolet Corvette convertible. ♦

## 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.

<b>JANUARY</b>	<b>14-18—RUSSO AND STEELE</b> Scottsdale, AZ	<b>31—PETERSEN</b> Salem, OR	Honolulu, HI	<b>9—SHANNONS</b> Melbourne, AUS
<b>1-4—KRUSE</b> Boca Raton, FL	<b>16—RM</b> Phoenix, AZ	<b>FEBRUARY</b>	<b>20-21—LEAKE</b> Oklahoma City, OK	<b>14—RM</b> Amelia Island, FL
<b>2-4—FT. LAUDERDALE BEACH AUCTION</b> Fort Lauderdale, FL	<b>16-19—SILVER</b> Fort McDowell, AZ	<b>6-8—RM</b> Fort Lauderdale, FL	<b>20-22—MCCORMICK</b> Palm Springs, CA	<b>18—BRIGHTWELLS</b> Herefordshire, UK
<b>8-10—MIDAMERICA</b> Las Vegas, NV	<b>17—GOODING &amp; COMPANY</b> Scottsdale, AZ	<b>7—BONHAMS</b> Paris, FRA	<b>26-MAR 1—G. POTTER KING</b> Atlantic City, NJ	<b>20-21—KRUSE</b> Las Vegas, NV
<b>10-11—ICA</b> Gilbert, AZ	<b>22-25—KRUSE</b> Phoenix, AZ	<b>8—ARTCURIAL</b> Paris, FRA	<b>27-28—KRUSE</b> Tucson, AZ	<b>20-21—MECUM</b> Kansas City, MO
<b>9-11—TOM MACK</b> Charlotte, NC	<b>22-24—MECUM</b> Kissimmee, FL	<b>9—SHANNONS</b> Sydney, AUS	<b>MARCH</b>	<b>21—LEAKE</b> San Antonio, TX
<b>11-18—BARRETT-JACKSON</b> Scottsdale, AZ		<b>9-10—BARONS</b> Surrey, UK	<b>6-7—KRUSE</b> San Diego, CA	<b>23-24—BARONS</b> Surrey, UK
		<b>13-14—KRUSE</b>	<b>9—BONHAMS</b> London, UK	



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The fast track—Palm Beach Driving Club

#### SCM News

■ **SCM, along with appraiser Automotive Valuation Services, will host its seventh annual reception at Rétromobile** in Paris on Friday, February 6, from 5 pm to 7 pm. Automotive Valuation Services principal and SCM Contributing Editor Donald Osborne will again welcome SCMer and their guests to the Zinger Alsace restaurant at Rétromobile hall for an evening of great food and wine, as well as endless gearhead conversation in your choice of languages. For more information or to confirm your attendance, please contact Donald Osborne at [dosborne@sportscarmarket.com](mailto:dosborne@sportscarmarket.com). (FRA)

#### News

■ **The Pebble Beach Concours d'Elegance** has announced its itinerary for the August 16, 2009, show. Bugatti and Bentley will be the featured marques, with a celebration of the centennials of Morgan and Audi. The designs of Zagato will also be highlighted. Visit [www.pebblebeachconcours.net](http://www.pebblebeachconcours.net) for complete information, including class listings. (CA)

■ The 212-acre **Palm Beach Driving Club** is up and run-

ning at the New Palm Beach International Raceway. The two-mile, eleven-turn road course includes a drag strip and kart course, and features S.A.V.E. soft barriers and elevation changes. Amenities like concierge car preparation and an exclusive Drivers' Pavilion & Clubhouse guarantee five-star treatment off-track. Membership levels include Founder and Corporate & Executive, with initiation fees starting at \$125,000. Visit [www.palmbeachdrivingclub.com](http://www.palmbeachdrivingclub.com) for more information. (FL)

#### Events

■ From January 29 to February 4, the **Rallye Monte Carlo Historique** will take drivers over some of the twistiest roads in Europe. Just about every cool old car is accepted, as long as it was built before 1980. If you're in the area, find a comfy, warm spot from which to watch them blitz by. Find out more at [www.acm.mc](http://www.acm.mc). (MCO)

■ When the 34th annual **Rétromobile** kicks off at the **Paris Expo Porte de Versailles on February 6**, visitors can expect the world-class presentation of all things automotive that has earned the show its strong reputation. More than 300

exhibitors will be on hand, and a special exhibit will include a look at the history of alternative-powered automobiles, from their earliest 19th century days to the present and beyond. The event runs through February 15, and Bonhams will host its second annual sale on February 7. Tickets are \$16.50 for adults, \$9.50 for kids, with separate admission to the auction. Visit [www.retomobile.fr](http://www.retomobile.fr) for more. (FRA)

■ **The Boca Raton Concours** takes place February 20–22 at the Boca Raton Resort & Club. The weekend kicks off with a hangar party at the Boca Raton Airport, followed by a celebrity golf tournament Saturday morning and a black tie gala and live auction featuring Howie Mandel on Saturday night. Also that night, the Automotive Lifetime Achievement Award will be presented to an icon in the automobile industry. Sunday's concours will include 150 pre- and post-war cars and motorcycles from all over the world. Concours tickets are \$50. Visit [www.bocaratonconcours.com](http://www.bocaratonconcours.com) for more. (FL)

■ **The Petersen Automotive Museum** opens its newest exhibit on February 28. Called "Misfits of Motordom," it is an

in-depth study of the truly bizarre, the poorly developed, and the unfeasible ideas that people have seriously attempted to sell to the general public. See for yourself how it all went wrong. An autotorium of automobile oddities from around the globe, and certainly the only assembly of vehicles where the Edsel is the "normal" car, these vehicles are sure to amaze and amuse. The exhibit runs through September 20, and museum admission is \$10 for adults, \$5 for kids and seniors. Visit [www.petersen.org](http://www.petersen.org) for more. (CA) ♦

### Event Calendar

Jan. 29-Feb. 4—**Rallye Monte Carlo Historique (MCO)**  
[www.acm.mc](http://www.acm.mc)

5-8—**HSR Vintage Racing (FL)**  
[www.hsrace.com](http://www.hsrace.com)

6-13—**Brisbane Int'l Auto Show (AUS)**  
[www.brisbanemotorshow.com.au](http://www.brisbanemotorshow.com.au)

6-15—**Rétromobile (FRA)**  
[www.retomobile.fr](http://www.retomobile.fr)

7-8—**Intermarque Concours d'Elegance, (NZL)**  
[www.concours.org.nz](http://www.concours.org.nz)

13-15—**Coppa Dalla Favera Historic Rally (ITA)**  
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RM AUCTIONS



**MARSHALL BUCK** founded his model company (CMA) in 1982 out of his passion for sports and classic cars. He sold exotic cars for a few years, and has authored a number of articles on models. He wrote a featured model column for Vintage Motorsport magazine from 1988 to 1999, and in addition to his scale model analysis for SCM, he is most recently the author of Ferrari 375 MM 0402 AM, In Miniature. He has a significant collection of models and always keeps at least one "full-scale" model in his garage. This month, on p. 24, he looks at a hand-built 1:14-scale Ferrari 250 LM, a fair bargain compared with our cover car.



**SIMON KIDSTON** began his automotive career in 1988 as assistant auction manager at Coys. He was running the department three years later. In 1996, he co-founded and ran Brooks (now Bonhams) Europe in Geneva, where he staged the annual Les Grandes Marques à Monaco sale in Monte Carlo and created the Ferrari winter auction in Gstaad. He now operates a consultancy for car collectors based in Geneva, where he lives. He is the official presenter at the Mille Miglia and Villa d'Este concours and a judge at Pebble Beach, and he hosts motoring shows on the Smithsonian Networks channel. He was recently asked to head a judging panel at the inaugural Cartier Travel with Style Concours d'Elegance, held in Mumbai, India, and came away impressed. Find his thoughts on p. 30.



**WILLIAM "CHIP" LAMB** has been writing to an international audience on the collector car hobby for over ten years. He lives in Richmond, Virginia with his wife, Karen, where he owns and operates West of Sweden SAAB, which supplies new and "previously enjoyed" parts to thousands of vintage SAAB owners worldwide. Though best known for this role as a technical advisor and vendor to that community, his own tastes run to the eclectic, owning not only quirky veteran Swedes but a broad selection ranging from pre-war American to modern sports cars. He has been an Auction Analyst for SCM for two years, and this issue you'll find his coverage of Carlisle's fall auction on p. 60.



**DONALD OSBORNE** regularly attends major automotive events around the world and then writes about them for publications like the New York Times, BusinessWeek Online, and Road & Track. He has a particular affinity for old, odd European cars, an itch he initially scratched when he first subscribed to the Alfa Romeo Market Letter in 1992, and it was not long before he was contributing. He is a member of the Vintage Sports Car Club of America and the American Lancia Club, for whose magazine, Lanciana, he serves as Editor. He is the principal of collector vehicle appraisers Automotive Valuation Services, and lives in Connecticut. This month, on p. 40, he profiles a 1942 Alfa Romeo 6C 2500 Sport cabriolet.

# Sports Car Market

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### Restoration 201

Colin Comer's "Restoration 101" (December 2008, p. 44) was well worth the read. I'm not a new old stock guy. I'm a "mod squadder" who lives in that automotive netherworld of pro-touring/g-machine/resto-mod/bespoke/custom... whatever.

What I appreciated most about the article was the honesty about this wallet-opening experience. The figures ring true, as do the hours consumed—not that I'm even sure of the latest total on my Challenger, an ongoing project since 2006.

Some resto troubles you mentioned have come to pass on my own cars ('65 442, '69 Firebird, and my beefy Mopar T/A). Indeed, they represent an account of horror stories beyond the scope of anything I could have ever dreamt up. The ghost of "Christine" somehow entered their Detroit DNA.—**Tom Bush, Mauston, WI**

I enjoyed Colin Comer's recent column and found it to be well thought out (December 2008, "Restoration 101," p. 44), but I have a few things to add.

He did not discuss insurance. With values where they are today, people should know where they stand in the event of something bad happening. Most backyard restorers have no insurance, and many larger ones may not have enough. People should not make the assumption their cars are covered while not in their possession.

Also, I completely disagree with him when he writes "...the best restorers I have ever seen have modest shops, some even without paint booths..." Spraying today's urethane base/clear paints in a non-controlled environment on a consistent basis is implausible. I know Comer is Sikkens certified, so I am sure he understands these paint systems. I remember the good old days of spraying Imron while literally holding my breath between coats. It's amazing I still have a pulse. As a restorer, putting a painter at that risk is just not an option, either ethically or legally. I have seen quite a few backyard paint jobs that look good for a while but then come apart after a few years. Any restorer who paints cars should at least have



"What I appreciated most about the article was the honesty about this wallet-opening experience. The figures ring true, as do the hours consumed—not that I'm even sure of the latest total on my Challenger"

a basic cross-flow booth, even if it's homemade.—**Jim Jordan, President, County Corvette Sales, Inc., West Chester, PA**  
**Colin Comer responds:** Thanks for the note, Tom. Please let me know if you find a cheap way to exorcise "Christine" from your cars.

And I appreciate your comments, Jim. As you know, tackling the large subject of vintage car restoration in a thousand words or less has severe limitations. Mine was a primer article, a brief overview. I could write 6,000 words on basic paint issues alone, but these articles are intended to open readers' eyes just enough to get them doing further research on their own, not as a substitute for Ambien. Not necessarily a scare tactic, but more of an advisory to proceed with caution and diligence; your basic "trust, then verify" stuff.

As far as paint booths go, I agree; nobody should paint out in the open. That wasn't what I meant by guys achieving good results sans spray booths. Obviously, I should have been clearer. Booths are great, but some of the top guys I have seen use home-built "paint rooms" with simple furnace filter doors and sufficient fans for evacuation of fumes. A decent room, cleaned properly, with good ventilation

and a damp floor to control dust, can produce excellent paint jobs if used intelligently. As far as putting painters at risk, I never would suggest anybody paint in anything less than a full OSHA spray suit with air makeup capabilities.

Like you, I started painting years ago and actually found a co-worker dead in the body shop on a Monday morning after he came in for some overtime on the weekend. He had sprayed Imron without wearing a respirator or using the booth. The old-school way of painting was changing then, switching from lacquer to products like Imron (which contained cyanide, as you know). It cost a lot of "old timers" dearly.

The immediate effects were not always obvious, as in the case of my co-worker. Most suffered unexplainable health issues later that could be traced to paint products. Terrible stuff, as are many of the chemicals automotive technicians and painters are exposed to daily. I have welcomed waterborne paints and "safe" solvents with open arms in my operation; even though the cost is far greater, the peace of mind is priceless.

#### Land Rover discoveries

When my daughter was in first grade, my wife just had to have a

Land Rover Discovery to navigate the difficult terrain of Laguna Beach. The kids all loved the facing jump seats and it was quite a luxurious truck. We always knew you could go anywhere in a Land Rover; the eternal question was, would it get you back?—**Greig Altieri, Laguna Beach, CA**. You can always sit in the jump seats while you're waiting for the tow truck.—**KM**

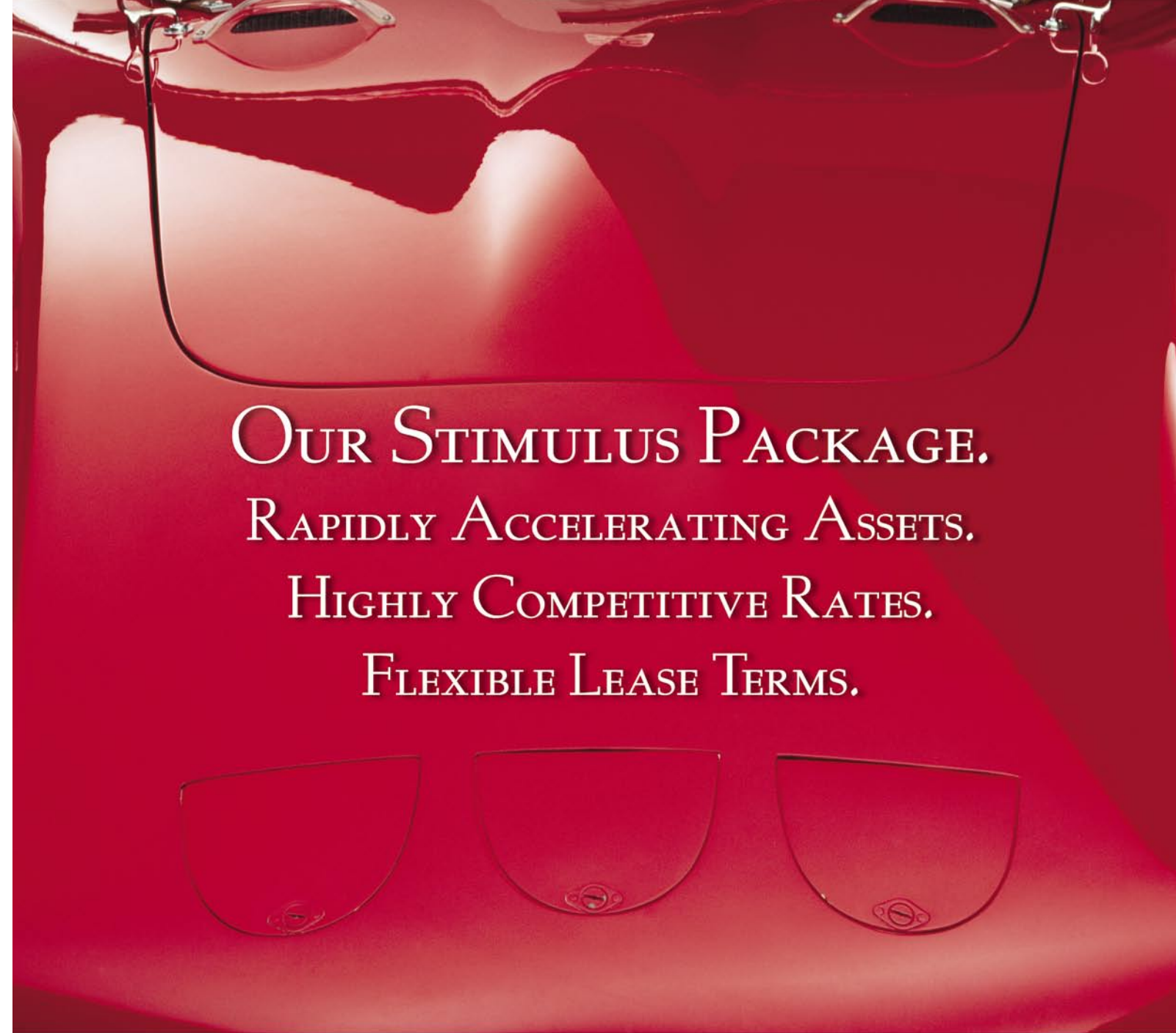
#### Look! In the sky...

Thank you for the recent article by David Brunn on the gorgeous Supermarine Spitfire, recently sold by Bonhams & Goodman (December 2008, "English Profile," p. 32). What a lovely flying machine, indeed.

I'd like to point out a few things, however, as Mr. Brunn perpetuates this aircraft's romantic mythology. Impartial evaluation skips the patriotic fervor of the day. Far from the invincible, vastly outnumbered super-plane of yore, the 1940 Spitfire was, at best, a reasonably competent countermeasure to the Messerschmitt Bf 109. We also now know that quantitative resources and losses on both sides during the Battle of Britain were nearly identical. The conflict did result in bomber losses to the Luftwaffe in the 350 range, an impressive number until compared to British and American bombers shot down attacking Germany—nearly 10,000.

And while we're on the subject of historical perspective, no history of the Spitfire should be complete without acknowledging that its archrival, the Bf 109, often mislabeled as the "Me 109" (the unarmed prototype), was the most successful fighter of all time in terms of enemy aircraft destroyed, by a comfortable margin.

Sadly, the stunningly attractive Spitfire faded into mediocrity as better and better aircraft appeared on the scene. The nail in the coffin came in the summer of 1941 with the operational debut of the Focke-Wulf Fw 190. In three short weeks, whatever was left of the Spitfire squadrons patrolling the English Channel were largely withdrawn after a string of disastrous, one-sided engagements. Supermarine's failure to maintain at least token parity



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over the Channel lead directly to a German fleet's audacious Channel dash that winter (the first since the Spanish Armada), and to the Canadian catastrophe at Dieppe. Both of these operations, on the Axis side, relied upon and received Axis air superiority.

Finally, thanks for keeping it real by reminding readers of the cost of ownership. My understanding, from talking to war-bird owners, is that keeping an aircraft of this vintage and performance in flying condition makes wheel-to-wheel ice racing in an Enzo look quite affordable!—**Fred deNapoli, Groveland, MA**

**David Brunn responds:**

*Thanks for your letter, Fred. My enthusiasm for the aircraft we profiled is indeed based on their mythology, not historical hindsight. The Spitfire and Hurricane were killing machines, weapons of war. All fighter aircraft were upgraded—not every year like cars, but when a new advancement would make them even better.*

*Museums and people who can afford to own or fly these planes look to a particular aircraft's mystique: the battles in which it flew, its great pilots, and what role it played in defending its country of origin.*

*Even though the historical facts are important, it's this emotional story that makes us want to see these planes fly or visit them in a museum. Their scarcity and "historical story" set their price. Every country has an aircraft of mystical value: the North American P-51 Mustang in America, Messerschmitt Bf 109 in Germany, Yakovlev Yak-9 in Russia, and the Japanese Zero. I can guarantee you that I will be just excited if a Bf 109 ever comes to auction.*

### Micro economics

I'm writing to thank you for your very nice review of the 1958 BMW Isetta 300 we brought to Reno this year (December 2008, "Silver Auctions Market Report," p. 60). There was a mention in the intro on p. 58 that this car "set a record at \$38,880." In fact, we set the record for a BMW Isetta 300 at the 2006 Hot August Nights sale with a turquoise and white example that sold for \$40,810 (December 2006, p. 111).



"The buyer supposedly purchased the car for his son, who has a BMW dealership in the St. Louis area. It may be sitting in the showroom as you read this"

Also, an item of note, the car we sold this year that was purchased from Graham Fitch at the Fountain Hills, Arizona, sale. We completely pulled it apart and repainted it, in addition to doing an extensive amount of touch-up, undercarriage detail, etc. before taking it to Reno. I spent several thousand dollars on the car so the profit noted in the report wasn't quite what it appeared to be. The buyer supposedly purchased the car for his son, who has a BMW dealership in the St. Louis area. It may be sitting in the showroom as you read this.—**David A. Goldenberg, West Linn, OR**

### Colorado Grand

I wanted to write to say how much I enjoyed meeting with Keith Martin and talking cars with him on the Colorado Grand. The idea of participating in the Colorado Grand started a couple of years ago when my friend Claudio and I saw pictures in Vintage Sport Magazine during a participation in the Tour Auto. So we started planning our participation in our first U.S. rally, as I had only raced at the Monterey Historics at Laguna Seca before.

This event was our opportunity to get to know the beautiful state of Colorado driving together with more than 100 first class cars. The event fulfilled our expectations with the roads and the lodges, and it greatly surpassed them in the quality of the cars and the hospitality of the other participants and the organizers.

I would rank the Colorado Grand as one of the best events that any vintage car aficionado must participate in. The scenery is fantastic, and my only suggestion for improvements would be some of the lunches.

Special thanks to the ever-present Colorado State Patrol, who were always helping those in need. And also thanks to Nick Soprano, who found me a spectacular Ferrari 250 Passo-Corto (SWB), s/n 3143GT, which is a 1961 car, right on the limit of eligibility for the event. It ran perfectly. I look forward to coming back in the future. And I hope that Mr. Martin will join us on the Argentine Mille Miglia next year; our roads here are very different from Colorado's, but spectacular as well.—**Martin Sucari, Buenos Aires, ARG** ♦

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- Memorabilia Auction Begins at 12:00 P.M.
- Auction of Vehicles to immediately follow memorabilia
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**Friday, January 16th**

- 2nd Annual Corvette Market Seminar 9:00 A.M. - 11:00 A.M. - \$100
- Jack Daniel's Tasting 4:00 P.M. - 6:00 P.M.
- Memorabilia Auction Begins at 12:00 P.M.
- Auction of Vehicles to immediately follow memorabilia
- Russo and Steele welcomes the Arizona Allante/XLR Association and the Copperstate Mustang Club

**Saturday, January 17th**

- Jack Daniel's Tasting 1:00 P.M. - 3:00 P.M.
- Memorabilia Auction Begins at 12:00 P.M.
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**Sunday, January 18th Champagne Brunch**

- Champagne Brunch
- Jack Daniel's Tasting 1:00 P.M. - 3:00 P.M.
- Memorabilia Auction Begins at 12:00 P.M.
- Select Auction of Vehicles to immediately follow memorabilia
- Russo and Steele welcomes Mopar Arizona

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**1965 Ferrari 250 LM Berlinetta**



Before I knew what it was, I became infatuated with the Ferrari 250 LM when I was given a brand new Corgi Toy at age five. Even the most jaded enthusiast will admit this is a stunning car by any standard. The 250 LM also gave Ferrari its last victory at Le Mans in 1965.

A number of years ago, the late Carlo Brianza created an LM as the seventh model for his 1:14-scale production series of hand-built models, all produced in his family's workshop in Italy. Two different LM versions were offered—the white Pininfarina show car and a red “production” version.

Brianza was one of the first model makers to offer large-scale hand-built limited editions, which was great for collectors hungry for a good-sized, high-quality Ferrari model. Another Italian firm (no longer in business), HE-14, also produced 1:14-scale models of the 250 LM at the same time as Brianza. These models were not quite as good, and they are scarce today.

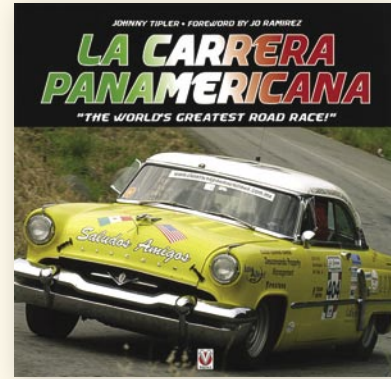
All Brianza models bear a serial number. The model is mostly resin, along with cast white metal and photo-etched brass, and it is supplied in a wood and acrylic display case, only good enough for shipping. Though some would say that the body shape is great, I say it is merely very good. I feel it may be off in a few areas, but when you look at the entire model there is nothing that looks out of place. All the panels fit very well, with the gaps quite acceptable.

The front compartment cover is a separate piece, fixed in place. All of the window glass is crystal clear, and each door window is two panels, to simulate the sliding panes. Covering the flowing shape is superb hand-rubbed paint. There is no indication which LM may have been used as reference, or if the model was a composite.

The Brianza wire wheels are hand-laced with machined brass rims, but they are not specific to the LM. The rears are close but the fronts are not. Open the doors, which pivot on smooth hinges, and you'll find a reasonably well-detailed interior just a little more sparse than the real one. The engine bay is detailed and has most of the major components, though there are missing items and incomplete frame bits. It's a great representation of a 250 LM, but not a one-off custom or scratch-built piece. Brianza did a very fine job on this one, and the 250 LM is one of his best pieces. It's also a few million dollars less than a real one, at \$1,500–\$2,200.

Available from A.B.C. Brianza s.n.c., Italy; +39-0331821350

Model Details	
<b>Production Date:</b>	Early 1990s, still in production
<b>Quantity:</b>	500 to 1,000 est.
<b>Ratings:</b>	
Overall Quality:	★★★★
Authenticity:	★★★★
Overall Value:	★★★★½
<b>Web:</b>	www.abcbrianza.com



**La Carrera Panamericana: The World's Greatest Road Race!**

by Johnny Tipler, Veloce, 2008, 272 pages, \$56.67 (Amazon)

The legendary Mexican road race, run only five times from 1950 to 1954, became an instant classic, a rival for the Mille Miglia and other great European races. Taking place on open roads, it was a week-long bash the length of Mexico. It started from Juarez, just across the border from El Paso, then followed the newly completed Panamerican Highway south, finishing 2,135 miles later at El Ocotil on the Guatemalan border (after the first year, the route went from south to north). It was a race of legendary difficulty, frequent fatalities, and intense competition, with top European drivers (Piero Taruffi, Juan Manuel Fangio, Hans Herrmann) competing with American drivers (Phil Hill, Richie Ginther, Tony Bettenhausen).

That history and the growing interest in vintage races came together to create a revival of the La Carrera in 1988. Run as a vintage stage rally, it was an instant hit, and it is still considered one of the most demanding events on the vintage calendar.

Divided neatly between the history of the first five events and the continuation, *La Carrera Panamericana* is almost as good as being there.

**Provenance: ★★★★★**

Johnny Tipler has more than 30 automotive books under his belt, as well as seat time in the La Carrera revival, so the book is full of wonderful stories and telling details, from the early years as well as current events. The balance between the history and the present makes this the best of both worlds, though it is sadly missing a good interview with first event winner, Herschel McGriff.

**Fit and finish: ★★★★**

More than 350 color photographs and maps, plus nicely reproduced images from the 1950s, are supported by a simple, clean design. Tipler's writing is easy and clear.

**Drivability: ★★★★**

If vintage cars were illegal, Tipler would be on the top ten list of purveyors of illegal substances. The first half of the book, on the '50s events, while interesting, remains a bit dry. But the present-day stories, interviews and sense of excitement and fun that comes with every page in the second half of the book places doing the La Carrera Panamericana on the top of the true motorhead “to do” list.

C R A F T E D F O R I N D I V I D U A L S



The fighter jet inspired Spyker C8 Laviolette – Driver's license required; pilot's license optional

## Tin Lizzie: 100 and Counting

Model Ts can be quite fun in an agricultural way; simply knowing how to start and run one is a tribute to our great-grandparents

by Rob Sass

The difference between the world today and the world into which the Ford Model T was born 100 years ago couldn't be more stark. In 1908, the U.S. auto industry was in its infancy and Ford was on its way to becoming an international titan and undisputed industry leader.

Today, Ford is so preoccupied with its very survival that scant attention has been paid to the centennial of the Model T, a car significant not just in the broad sense that it brought car ownership to the masses, but because it was also responsible in large part for the birth of the collector car hobby we all enjoy.

Enough has been written about the ways Ford's "Tin Lizzie" set industrial and assembly standards and procedures that are still in use today. To be sure, there had been division of responsibility, assembly lines, and interchangeable parts before the Model T, but the T was the first time in the auto industry that all of these techniques became focused on improving efficiency to drive down costs and thus stimulate demand for a new product.

Henry Ford's single mindedness in this regard would put even Sam Walton to shame—even going so far as to specify the exact configuration of the crates in which suppliers would send parts to him so the wood could be re-used for body frames.

What couldn't be re-used was turned into charcoal and sold under the Kingsford brand.

The results were self evident: A 1909 Model T cost \$850, or the equivalent of about \$20,000 in today's money. By 1920, the price was less than half that, or \$300. About 15 million were made until 1927, when the more modern Model A replaced what was, by then, an arcane device.

### Any color as long as it's black

The story about the customer being able to have any color as long as it was black was more or less true. Although early cars and some of those made overseas came in other colors, the vast majority of U.S.-made Model Ts were painted black because it was cheap, durable, and had better damp-proofing qualities. Some sources also maintain that it dried faster.

Mechanically, Ts are as robust, simple, and easy to repair as one would expect for a car that had the rural market in mind. The 2.9-liter, 22.5-hp, 4-cylinder engine produced decent torque, and unlike the practice of the time, all of the cylinders were cast into a single iron block with a separate cylinder head. Ford also pioneered the use of high tensile-strength vanadium steel in load bearing parts like the front axle, spindles, and crankshaft. A simple set of hand tools was generally all it took to keep a Model T running. In fact, the basic car could be treated as a module, out of which everything from a grain thresher to a sawmill could be constructed.

The T is also credited with launching the automotive aftermarket industry, hot rodding, and the collector car hobby. After World War II, Model Ts and As became popular with both restorers and hot rodders because of their sheer availability.

Model Ts came in a confusing array of body styles at different times: 2-door touring, 2-door roadster, 2-door roadster pickup, 2-door 1-ton truck, 2-door closed cab 1-ton truck, 2-door coupe, 2-door wagon, 4-door wagon, center-door wagon, and 2-door con-



1915 Ford Model T speedster

vertible. Stutz Bearcat-like speedsters are common, but none were factory-made.

### Crank starters were perilous

Model Ts can be quite fun in an agricultural way, and simply knowing how to start and run one is both an accomplishment and a tribute to the perseverance of our great-grandparents.

Pre-1919 cars had hand cranks for starters. The driver had to make sure he retarded the spark manually before starting the car (lest it kick back), and he had to cup rather than grab the starter because in the case of the latter, a wrist or thumb could easily be broken.

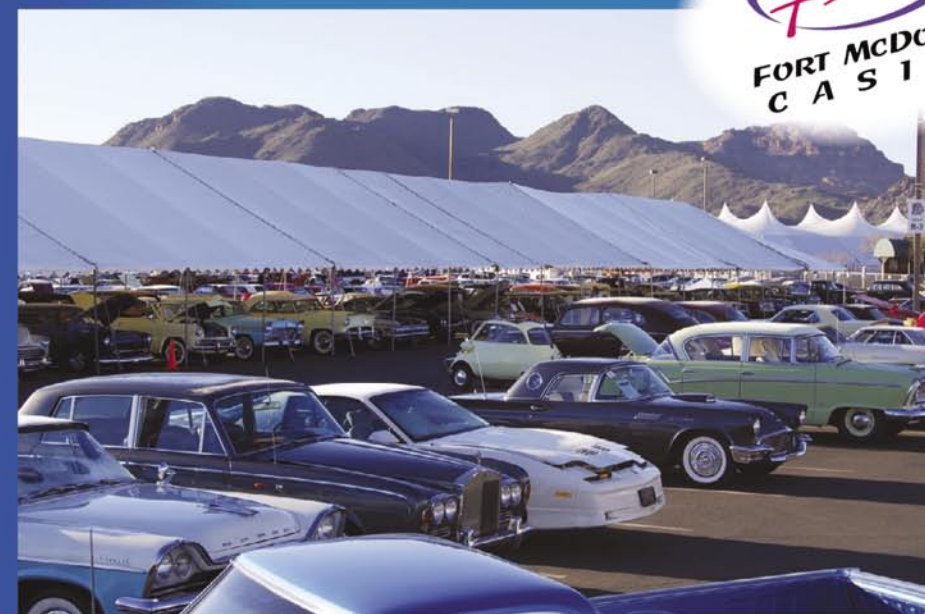
To the extent that any Model T is a hot commodity, Brass Era stuff is enjoying a resurgence, and collectors seem to prefer the 1908-15 open cars, which have brass radiators, horns, and acetylene headlamps, plus numerous other small bits made out of brass. Overall, the market seems to have changed little in quite some time. Closed cars with amateur restorations are hard-pressed to break \$10,000. Well-restored open cars from the Brass Era have brought over \$60,000, though this is uncommon.

The generation with a firsthand recollection of the Model T has largely passed from the scene. Nevertheless, there remains a sizeable group of individuals who are still fascinated with this piece of American industrial history. A network of specialists is out there to supply virtually any need of a Model T owner or restorer, including entire wood body frames ([www.fordwood.com](http://www.fordwood.com)).

As a collectible, it seems safe to conclude that there will be no spike in Model T prices, as there will always be enough survivors to satisfy the demand largely driven by curiosity of what it's like to drive a century-old automobile. ♦

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# Many a Slip Between Dock and Ship

The transporter demanded payment, but when Ric produced his receipt from the broker marked "Paid in Full," he drove off in a huff

Sometimes it seems like our old cars spend more time being transported by others than transporting themselves. At first glance, it might seem that having your car buttoned up on a hauler or in a container would be simple and safe. But as you will read below, for both local and international shipping, that's not always the case.

Let's start locally. SCMer Ric Tiplady always wanted a Citroën Deux Chevaux, so on a recent trip to France, he engaged a Citroën broker to find one and ended up buying a very nice mint green 1976 sedan in Marseille. He asked the broker to ship the car to a friend in Albuquerque, New Mexico, and planned to drive the 2CV from there to home in Palm Springs, since the route looked pretty much downhill on the map.

So far, so good. The 2CV made it to the U.S. and someone dropped the keys off at his friend's Albuquerque office and gave the car's approximate location. His friend drove it home and parked it for Ric to pick up.

Ric soon decided that 31 horsepower was going to make the final 800 miles seem like much more, and asked Google to help him find a shipper. After narrowing down the hundreds of hits to a dozen, he asked for quotes and accepted the most

comforting one even though it was not the low bid. The transport company, which turned out to be a shipping broker, explained that they handled all the details, including payment of the transporter. The broker said the transporter would personally call Ric at least 24 hours ahead of pickup and that he was Ric's "personal representative," who would always be available to help with problems.

This all sounded good, so Ric closed the deal and paid. Right after his credit card was charged, Ric received an email telling him the car was scheduled to be picked up the next day, but with no contact information for the transporter.

After four days with no transporter showing up, Ric learned that his "personal representative" was off on his honeymoon.

After seven days, Ric was told that another carrier had been hired. That worked. The 2CV was picked up in Albuquerque and soon arrived at Ric's home in Palm Springs, but with the 2CV loaded on a very old open trailer towed behind a vintage pickup truck. The driver was hot to go once the car was unloaded, and demanded cash payment. The debate got a little tense, but ended after Ric produced his receipt from the broker marked "Paid in Full." The transporter drove off in a huff.

A week later, the first transporter called, irate that the 2CV wasn't there for him to pick up. Unhappy about not being told that he had been replaced, he billed Ric for his time and fuel. That was followed by a written demand for damages, so Ric hired an attorney and pushed the problem back to the broker.

## What went wrong, you ask?

"Legal Files" asked Martin Button, from Cosdel International, to tell us where Ric went wrong. Martin explained that getting the car into the country is usually the hard part, but the problems here came in the local transportation, which is usually pretty



simple. Button explained that many auto transport companies are really just brokers. "All it takes is an office in your back bedroom with computer connections, and you're in business," Button says.

Not all brokers are bad, but things can sometimes go wrong, because shipping is a risky business by definition. "How much service can you expect to get from a broker who is making a \$100 margin on the deal?" says Button. He maintains it is always best to deal with a company that handles its own transport. If Ric's case ended up in litigation, that would mean that no one was going to win.

## How about shipping your car overseas?

And now we'll go overseas. SCMer Simon McBride wrote "Legal Files" and wanted to know what to consider if he sent his vintage car to Europe to run in a rally. Everything Button said about the 2CV scenario is equally applicable, but he added several other concerns:

- Getting your car into the foreign country isn't always easy. You don't just show up in customs, flash the proper documents, and drive right through. It's more difficult than that. The transporter needs to know how to do it, and it can take days.
- Always allow a couple of extra weeks for the trip.

The shipping business frequently runs into delays, whether it is in customs, a vessel breaking down, weather, or dock strikes. Never use the last available vessel for the shipment. Ship early, so if your transport company has to make a switch, you can still get your car there on time.

- Many brokers will save money by trans-shipping, where the vehicle is transferred to another vessel along the route. This adds significant risk of delay, so it's always best to use a transport company that ships direct.

## Don't miss the boat altogether

Delay is critical to any of us who want to run a foreign rally. Think about it. You spend thousands registering for a three-to-five-day rally, more thousands on airfare, more thousands on auto transport, more thousands on hotels and the side trips you have to take to keep your spouse happy, and more thousands on new clothes for the trip. You look forward to this for months. What are you going to feel like when your car arrives two days after the rally is over? The watchwords here are to allow plenty of time and to deal with people who know what they are doing.

## How could this get worse?

Now for another angle. What if you crash the car while in a foreign country? Matthew Orendac, of Condon & Skelly, explains how insurance issues can be unsettling. Orendac says the most obvious concern is that most insurance policies exclude coverage for foreign countries (Canada is not usually considered foreign, although Mexico almost always is). "If you are going to be driving in a foreign country," he says, "you really should check with your agent ahead of time to know if you have coverage or need either an endorsement or a specialized policy."

Orendac also points out that most policies will cover damage that occurs while the car is being transported, but cautions that damage from, say, the car breaking loose will be treated as a collision claim, not a comprehensive claim. And which country the car is in when that happens will determine whether or not it is covered. Finally, cars are frequently driven while being transported, such as being driven off the ship

at the dock, driven through customs, etc., and a claim is generally treated differently when the car is actually being driven than when it is being transported.

Consult your insurance agent ahead of time and make sure the car is fully insured every step of the way. Insurance policies are not the same, and it is hard to generalize. If you do end up buying a specialized policy to cover a foreign country, describe the trip broadly, as such policies frequently limit coverage to the specific dates and countries identified in the policy. If you decide on the spur of the moment to visit an unplanned country, or stay over longer than anticipated, you might be on your own.

## Insure before you buy

To wrap up with Ric's 2CV scenario, contact your broker and clarify your coverage when you add another car to your collection, whether purchased locally or overseas. Most conventional policies provide that newly purchased cars are automatically covered, but the scope of the coverage depends on your policy. For instance, check with your agent and make sure you don't just have bare bones liability, for example. If you get into a fender bender while driving your newly acquired 2CV from the Marseille dealer to the dock, you want to be sure you're not sitting in jail until the other guy's car gets fixed. ♦

*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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## Jewels in the Crowd

Cartier's inaugural Concours d'Elegance in India tempted 60 exotic cars from Maharajas' palace garages

by Simon Kidston



Motoring history on display at the Turf Club



Pierce Arrow



Some judges scrutinized more closely than others



Best of Show-winning Delahaye with owner Maharaj of Jodhpur



Entrant prizes with style

Cartier's inaugural Travel with Style Concours d'Elegance confirmed once again that the society jeweler doesn't do anything by halves. When I was asked to head a judging panel I expected an exotic location and I wasn't disappointed.

From the moment our jet touched down in Mumbai (the former Bombay, population 20 million) we were swept away by dazzling colors, faded colonial architecture overshadowed by soaring modern structures, magnificent temples, exotic scents, the warmth of the people, and the buzz of life.

### I was in good company...

Fellow judges at this most exclusive car gathering included Nick Mason of Pink Floyd, Gordon Murray of McLaren Grand Prix fame, fellow designer Peter Stevens (who styled the F1 road car), Hong Kong collector Sir Michael Kadoorie, veteran war photographer Don McCullin, TV producer Mark Stewart (Sir Jackie's son), cricketer-turned-politician Imran Khan, British collector James Lindsay, the ever glamorous model Yasmin Le Bon (wife of Duran Duran frontman Simon and a closet petrolhead), and Prince Michael of Kent, the ever-impeccable Bentley racing cousin of Queen Elizabeth.

Keeping the show on the road, and the man who dreamed up the concept in the first place, was conservationist and traveller Mark Shand, brother of the Duchess of Cornwall. I was in good company...

Wafted from the airport in a fleet of chauffeur-

driven Mercedes, one of the first things that struck us in India was the driving style. Omnipresent Hindustan taxis (think 1954 Morris Oxfords, none of which have a single undamaged panel) seem to be piloted with a blind faith in fate. Coincidentally, perhaps, reincarnation is a popular local belief.

I didn't need to ask what the bumper sticker "Honk Me" signified, as no driver let more than ten seconds pass without leaning on his horn. This has various meanings, ranging from "Watch out" to "I'm passing you and I'm about to hit you," or simply "Hello." Add to this pedestrians playing a game of chicken (a five-inch gap between you and cars passing at full speed is deemed plenty) and it's like a gladiatorial video game.

### Concours based in Taj Palace Hotel

Our base for the weekend was the Taj Palace, Bombay's most famous hotel, located right on the seafront but oddly facing the city, not the Indian Ocean. It was commissioned in 1902 by a young, upcoming businessman named Mr. Tata (yes, *that* Mr. Tata) after he was refused entry as a non-white to another luxury hotel. Legend has it that the European architect handed over the plans to local builders and informed them he would be back in six months. His reaction upon finding they had built the hotel backwards was to jump off the roof.

A short Mercedes ride later and Dashrat, our friendly driver in a crisp white uniform with hat and gloves to match, pulled up at the Royal West Indian Turf Club, where a red carpet stretched from the entrance into the heart of this most colonial establishment. Founded in 1880, it's still the center of horse racing in India. Finding staff is not a problem in a country of 1.1 billion people, and I counted over 300 looking after entrants, guests, and judges. Service was like stepping back into Rudyard Kipling's novels.

Prince Manvendra Singh, one of India's leading motoring authorities, had pried 60 of the most opulent vintage cars out of largely hidden garages. Many belonged to Maharajas, and most had been in the families from new; they don't really do "second-hand" here. Most were pre-war and carried bespoke coachwork built to the order of

their flamboyant and fabulously wealthy owners.

Most curious of these, perhaps, was an open 1930s Rolls-Royce with cut down bodywork and three rows of seats to transport the Maharaja's cricket team. But there were also supercharged Mercedes of the 1920s, a magnificent Daimler Double Six (the 12-cylinder rarity) built for King George V's planned visit in 1935 (he didn't come but the car did), and a lovely streamlined Phantom II Continental with rakish coachwork by Gurney Nutting.

### Lifestyles remained lavish after independence

After India gained its independence in 1947, the power and wealth of the ruling classes was dramatically curtailed, but lifestyles still remained lavish. A trio of handsome XK 120 roadsters on display were all sold new in India, along with a Mercedes-Benz 300SL Roadster, which was raced all over the country by the prince who bought it new—and who still owns it.

Most spectacular of all, and Best of Show, was a voluptuous 1939 Delahaye 135 roadster, extravagantly bodied by Parisian coachbuilders Figoni & Falaschi. Shipped to Bombay in 1939 with a sister car by a Frenchman escaping the conflict in Europe, this showstopper remained in India when its owner left and has been in the same Maharaja's family ever since. The current prince swapped it with his older brother in 1958... for a used Willys Jeep.

Mumbai society was out in force: Cartier has been here since the 19th century and its invitation carries weight. Top Bollywood names arrived with entourages that would put Hollywood to shame, including megastar Shahrukh Khan (India's answer to Brad Pitt) and action hero Jackie Shroff (think James Bond meets Rambo), who entered his SS 100 Jaguar—another car shipped new to India.

If you're a Western collector expecting a sudden influx of Indian buyers, you'll need to be patient. Not only are exports of historic cars banned from India, but they can't be imported either. Yet. ♦

*"We have seen a most horrific event in Mumbai and our hearts go out to all who suffered and were impacted directly or indirectly. But we also need to move on and not let these cowardly acts cow us down. So here is something to change the mood and hopefully spread some cheer."—Bob Rupani, Executive Editor, Auto India*

Bob Rupani sums up feelings shared by everyone who attended this recent motoring event in India's largest city. Just weeks later, the historic hotel where we stayed was devastated by the terrorist attack that killed at least 195 people.



# Rocky Mountain High

The lack of guard rails, with drops up to 2,000 feet, makes one respect the road. There's a very slim margin for error

by Tom Shaughnessy



Shaughnessy and his 375 MM through a sweeper

As the Fred Sanford of the Ferrari parts world, I decided to demonstrate to my peers I was capable of more than just finding parts for them. My goal was to keep a complex 50-year-old Ferrari race car on the road for 1,000 miles, so I entered the Colorado Grand.

This year was the Grand's 20th anniversary and a hard year to get accepted, with only a few spots available for rookies, due to the number of repeat entries.

I applied with my beastly 1954 Ferrari 375 MM, an open car, with a photo of me driving it in pouring rain, to show I was serious. The previous year it snowed six inches the first day on the Grand, so I knew entrants had better be prepared and have the right attitude. I made the cut, but several of my friends did not and there were 20-plus cars on the waiting list.

Figuring that I was tackling a long journey in an old Ferrari, I expected anything that could happen, would happen. I had to be prepared—respect the road, respect the car, respect the elements, and respect my driving abilities. The Colorado Grand is the real deal. It starts at 7,000 feet and goes over 12,000 feet regularly.

Experienced support mechanics recommended I rebuild my brakes and magnetos, re-jet carburetors, change fluids and tires, examine cooling components, fuel pumps, electricals and more. So I did, then tested systems and sub-systems. After all, who wants to finish the event in one of the support cars, even if it is a new Mercedes?

## Surely three boxes of spares would be enough?

After 300 miles of testing and a shake-down, I still brought three full boxes of spares, a spare set of mounted wheels and tires, and my tools. Surely that would be enough?

After first-day registration, plus a trip to a ski store for additional hats and masks, I re-jetted once more, checked tire pressures, and went to the driver's meeting. I jam-packed the car with stuff and was feeling pretty intrepid, what with no foul weather amenities, no roof, no heater, and no wipers.

I found a couple of experienced rallyists to run with and we were on the road at 7:45 am. There's less traffic early on, cooler air, and of course the sunrise. It was a fantastic time of day. The first leg was 175 miles to a BBQ lunch on paper plates—no fine china here. The afternoon leg of about the same distance took us to

our hotel, where happily our luggage awaited us.

I learned to refine my morning ritual: dress (four top layers, two bottom layers), sunblock, chapstick, eyewear, gloves, hats. Check fluids, gas additives, tire pressures, and basic safety inspection, and get ready to roll.

## Turns shrink from sweepers to hairpins

A 375 MM has front leaf springs and a solid rear axle, a big engine, and small drum brakes. It has never been known for handling and stopping, but at 2,000 lb and 360 hp, it can fly. Bump-steering in the turns, and trying to point the car straight on rough sections on cold tires certainly opens your eyes. The lack of guard rails and drops of up to 2,000 feet make one respect the road. Slide off and you're headed straight down.

Turns shrink from 60 mph sweepers to posted 10 mph hairpins outside of Ouray. Opening the car up on the straights is amazing, as the 4.5-liter V12 with straight pipes wails like a banshee at 5,000 rpm. Keeping this car on the road in fast sections requires total concentration. Best way to keep the brakes cool? Don't use them.

The beauty of the land, big blue skies, clean air, great noises, and twisting roads is intoxicating, though safety through towns is encouraged by the Colorado Highway Patrol, which tags along to remind us. I may not have needed my spares, but half a dozen cars were sidelined at some point in the four-day rally. I was able to share spares with friends (if they weren't before, they sure are now).

The support staff, the incredible roads, the rally spirit, the sounds of other cars and the joy of keeping my old Ferrari running strong for 1,100 miles made my Grand a complete success. I have new respect for race drivers of 50 years ago, the engineers who designed these cars, and the crew members who kept them going.

In all my years with old Ferraris, this was my first vintage event. It was exhilarating just to drive my car, sometimes flat out alone, sometimes lollygagging along with others. If all you want to do is drive, the Colorado Grand is for you. ♦



Leading the charge

## Colorado Grand SCMer

**Gordon & Janet Apker—Des Moines, WA**  
1953 Hudson Hornet

**Phil & Martha Bachman—Greenville, TN**  
1956 Chevrolet Corvette

**Philip M. Bachman, III & Mr. Simone Schedoni—Greenville, TN**  
1953 Ferrari 166 MM/53

**Frank Barrett & Paul Bingham—Lakewood, CO**  
1965 Alfa Romeo Giulia Spider

**Stanley Bauer & Doug Weitman—Beverly Hills, CA**  
1956 Alfa Romeo 750 E Sprint Veloce

**Fred Bohlander & Malcolm Welford—Carmel Valley, CA**  
1952 Jaguar XKC-type

**Jack & Kathy Boxstrom—Ontario, CAN**  
1958 Ferrari 250 GT Ellena Berlinetta

**Mark & Nancy Brown—Chicago, IL**  
1957 Mercedes-Benz 300SL Roadster

**E. Dean Butler & Dr. Elena Gozman—Worcester, UK**  
1933 MG KN Special

**Roger M. Cassin & Irma Schretter—Brookline, MA**  
1954 Alfa Romeo 1900 CSS

**Miles Collier & Keith Martin—Naples, FL**  
1933 Bentley 4¼-Liter Offord

**Barron & Tami Collier II—Naples, FL**  
1961 Alfa Romeo SZ1

**Stephen P. & Ann J. Cortinovic—St. Louis, MO**  
1959 OSCA 372 FS

**Richard W. & Scott Darling—Long Beach, CA**  
1953 Siata 208 S

**George Davidson & Juliette Willis—Louisville, KY**  
1927 Bugatti Type 37

**Oscar Davis & Richard Sirota—Elizabeth, NJ**  
1960 Ferrari 400 Superamerica

**Robert & Isaac Davis—Westfield, NJ**  
1932 Alfa Romeo 8C 2300

**Craig A. & Bunny Davis—Pebble Beach, CA**  
1934 Lagonda M45 R Team Car

**Elliott Dolin & Michael Bobko—Malibu, CA**  
1955 Mercedes-Benz 300SL Coupe

**Lammot J. du Pont & Charles Wray—McLean, VA**  
1959 Ferrari 410 Superamerica

**David B. Duthu & Rick Rome—Houston, TX**  
1925 Bugatti Type 35A Grand Prix

**Dr. Warren B. Eads & Dave DiMaria—Rancho Palos Verdes, CA**  
1957 Porsche 718-RSK

**Steve & Debbie Earle—Buellton, CA**  
1953 Jaguar XK 120 C

**Craig & Hanne Ekberg—Rolling Hills, CA**  
1955 Mercedes-Benz 300SL

**Mike Fisher & Paul Schneider—Lake Leelanau, MI**  
1959 BoCar XP 5

**Kurt P. Furger & Derek A. MacNeil—Conifer, CO**  
1931 Bentley 4/8-Liter Le Mans

**David George & Cliff White—Cochranville, PA**  
1957 Alfa Romeo 1900 C SS Zagato "Double Bubble"

**Mark Gessler & Michael Brennan—Potomac, MD**  
1939 Alfa Romeo Tipo 256 Berlinetta Touring

**Wayne & Graceia Golomb—North Muskegon, MI**  
1954 Ferrari 375 MM

**Robert E. Griffin & Ralph Goetz—Belvedere, CA**  
1955 Austin-Healey 100S

**Richard & Joanne Hansen—Batavia, IL**  
1931 Bugatti Type 51

**Terry & Noel Hefty—Lafayette, CO**  
1959 Aston Martin DB4GT

**Tom Horan & Scott Grundfor—Denver, CO**  
1952 Allard J2X

**Ron Jackson & Ed Wettach—Rutherford, NJ**  
1960 Alfa Romeo Giulietta

**Neil Jones & Seth Rollert—Englewood, CO**  
1957 Jaguar XK 140MC

**Bill Kling & Mike Kunz—Malibu, CA**  
1955 Mercedes-Benz 300SL

**Enrique Landa IV & Enrique Landa V—Rancho Santa Fe, CA**  
1930 Alfa Romeo 6C 1750 Zagato

**Joel Laub & Eric Wittenberg—Las Vegas, NV**  
1953 Jaguar XKC-type

**Bruce S. & James M. Lustman—Denver, CO**  
1957 Ferrari 500 TRC

**Jerry & Heidi Lynch—Boulder, CO**  
1960 Ferrari 250 GT SWB

**Dennis & Natalie Machul—Oak Brook, IL**  
1956 Ferrari 250 GT

**Bruce & Leslie Male—Swampscott, MA**  
1956 Maserati Zagato Coupe

**Jeff Mamorsky & Nick Soprano—New York, NY**  
1957 Ferrari 250 GT TdF

**Sam & Emily Mann—Englewood, NJ**  
1956 Ferrari 250 GT

**Ken & Patty McBride—Seattle, WA**  
1948 Bentley Mk VI

**Bruce McCaw & Craig Stewart—Bellevue, WA**  
1952 Mercedes-Benz Type 194

**Dean & Madylon Meiling—Incline Village, NV**  
1955 Jaguar XKSS

**Steve & Lianne Meyer—Ridgway, CO**  
1960 Alfa Romeo Giulietta Sprint

**Bruce & Raylene Meyer—Beverly Hills, CA**  
1958 Mercedes-Benz 300SL Roadster

**Thomas & TG Mittler—Three Rivers, MI**  
1955 Jaguar XKD-type

**Jerome S. & Nick Morici—Clifton, NJ**  
1956 Austin-Healey 100M

**Roger Morrison & Richard Hamlin—Salina, KS**  
1929 Bentley 4½-Liter

**Charlie Morse & Howard Simpson—Seattle, WA**  
1959 Aston Martin DB2/4 Mk III Coupe

**Glenn & Mary Lynn Mounger—Bainbridge Island, WA**  
1959 Ferrari 250 GT

**John & Heather Mozart—Palo Alto, CA**  
1959 Ferrari TR 59/60

**Ashley & Forrest Mozart—Palo Alto, CA**  
1957 Jaguar XKSS

**Hilary Raab & Roland Tubbesing—Crown Point, IN**  
1935 Bugatti Type 57

**Scott Rosen & Nick Kirkou—Bedford, NY**  
1957 Sadler Sports Racer

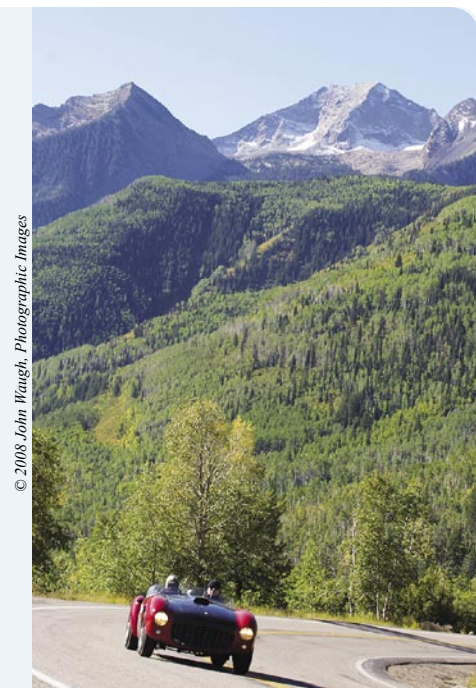
**Stephen Ross & Helge Kirmse—Calgary, AB**  
1960 Alfa Romeo Sprint Zagato

**Hugh Ruthven II & Markus Reinhardt—Barrington, IL**  
1958 Ferrari 250 GT Drogo

**Ray Scherr & Chris Corrales—Westlake Village, CA**  
1958 Ferrari 250 GT TdF

**B. Lee Schumacher—Aspen, CO**  
1950 Jaguar XK 120 Super Sports

**Tom & Kim Schwartz—Cincinnati, OH**  
1956 Jaguar Costin



Grand, as usual

**Tony Schwartz & Miles Morris—Calabasas, CA**  
1956 Maserati 200Si

**Bob Seiffert & Des Dillon—Longmont, CO**  
1928 Bugatti Type 51R

**Thomas Shaughnessy & Peter Sweeney—Oceanside, CA**  
1954 Ferrari 375 MM

**Don & Bill Shires—Boulder, CO**  
1952 Allard J2X

**Phil & Renee Shires—Boulder, CO**  
1957 AC Bristol

**Erickson Shirley & Steve Bloom—Vail, CO**  
1955 Porsche 550 Spyder

**Phil Shuey & Jorja Shuey—Greenwood Village, CO**  
1964 Porsche 356 SC Cabriolet

**Martin Sucari & Claudio Scalise—Buenos Aires, ARG**  
1961 Ferrari 250 GT SWB

**Robert Sutherland Jr. & Larry Benson—Longmont, CO**  
1968 Jaguar XKE

**Gerry & Nancy Sutterfield—Palm Beach Gardens, FL**  
1953 Muntz Roadster

**Chuck Swimmer & Armando Flores—San Diego, CA**  
1949 Jaguar XK 120 OTS

**James W. Taylor & Bob Bailey—Groversville, NY**  
1953 Jaguar XKC-type

**Jack E. Thomas & Curt Engler—St. Louis, MO**  
1955 Ferrari 375 America Coupe Speciale

**Thor & Donna Thorson—Issaquah, WA**  
1959 Ferrari 410 Superamerica

**Willem & Thea van Huystee—Lancaster, PA**  
1924 Bentley Red Label Speed Model LeMans Tourer

**Don Weber & Bill Neale—San Antonio, TX**  
1960 Alfa Romeo Sprint Zagato

**Herb Wolfe & Elliot Rabin—Englewood, NJ**  
1948 Cisitalia Nuvolari Spyder

**Alden Wolfe & Chuck Schoendorf—Suffern, NY**  
1939 Alfa Romeo 6C 2500 SS Corsa

**J. Robert & Mark Young—Glenwood Springs, CO**  
1960 Ferrari 250 PF Cabriolet

**Cindy Zinna & Fred Garcia—St. Louis, MO**  
1960 Austin-Healey 3000 Mk I Roadster

# 1996 Ferrari F50

Rather than producing a car that would be compared to the F40, Ferrari chose a different path and decided to build a Formula One car for the street

by Steve Ahlgrim



Chassis number: ZFFTA46B000105193

“Fifty years of racing, 50 years of winning, 50 years of hard work.” With these words, Luca di Montezemolo introduced the F50 on March 6, 1995, at the Auto Museum in Geneva, Switzerland, in conjunction with the city’s 63rd annual auto show.

Piero Lardi Ferrari and Sergio Pininfarina removed the car cover to officially present the new car to the world. The F40 may have been a hard act to follow, but the Ferrari designers exceeded themselves with the F50, which replaced its predecessor’s small capacity twin-turbo V8 powerplant with a more traditional Ferrari V12.

In typical Ferrari fashion, the company announced just 349 cars would be built over two years—one less than the market demanded. The first ten cars went to Europe, while deliveries to the United States began in July 1995. Each owner received a document signed by Luca di Montezemolo attesting to the authenticity of the car, and all the owners were to be invited back to Modena after the last F50 was produced to celebrate the evolution of the car.

The F50 on offer, chassis 105193, was delivered to HRH Prince Saud Bin Fahad Bin Abdulaziz Al-Saud. The car was kept primarily at the Prince’s Monte Carlo residence. Build number 148 of 349, HRH retained the car until 2002, at which point the car was sold to an owner in the United Kingdom.

This car is capable of accelerating from 0 to 60 mph in under four seconds and goes from 0 to 100 mph in

just over eight seconds. The car has never been damaged, and both the aerodynamic carbon fiber body and central structure maintain the close factory tolerances with which the F50 was built. The interior appears practically new, with no wear on the form-fitting racing-style seats.

The condition of this F50 will satisfy the most demanding collector and it will provide all the performance for which these supercars are known. It offers a nimble, exhilarating, and unapologetically aggressive driving experience. This F50 has very low mileage and underwent a recent full service by official Ferrari dealer Joe Macari, and it includes Ferrari Certification.

**SCM Analysis** This car sold for \$511,676, including buyer’s premium, at RM’s Automobiles of London auction at Battersea Evolution, London, on October 29, 2008.

By the time the F50 hit the drawing board, the modern supercar had been defined and for the most part perfected. Supercars are showcases of a manufacturer’s technological ability in design and in performance. They are cost-no-object exercises, built in editions often limited to the marketing department’s ability to sell them.

Prestigious manufacturers build supercars for a game where racking up magazine covers and feature articles may be as important as making money off the cars. The Ferrari 288 GTO set the stage in 1984, followed by the Porsche 959, the Jaguar XJ220 and the Bugatti EB110. Ferrari upped the bar with its F40, then

## Details

Years produced: 1995–97  
Number produced: 349  
Original list price: \$475,000  
SCM Valuation: \$550,000–\$600,000  
Major service cost: \$6,000  
Distributor cap: n/a (no distributor caps)  
Chassis #: Plate riveted to bulkhead in front compartment  
Engine #: Front left side of block  
Clubs: Ferrari Club of America, PO Box 720597, Atlanta, GA 30358  
More: FerrariClubofAmerica.org  
Alternatives: 1988–91 Ferrari F40, 2003–08 Mercedes SLR McLaren, 1992–95 Bugatti EB110  
SCM Investment Grade: A

## Comps



1995 Ferrari F50  
Lot# 190175926829, s/n ZFFTA46B000104786  
Condition 1  
Sold at \$650,000  
eBay, 5/28/2008  
SCM# 116893



1995 Ferrari F50  
Lot# 4585161492, s/n ZFFTG46A1S0104064  
Condition 1-  
Sold at \$725,000  
eBay, 12/1/2005  
SCM# 40004



1995 Ferrari F50  
Lot# 180, s/n 104799  
Condition 3-  
Sold at \$528,000  
RM, Monterey, CA, 8/16/2002  
SCM# 28851

McLaren blew away the field with the F1, a car so dominating in all respects that until the Bugatti Veyron was introduced more than a decade later, nothing else was in the same league (and some would maintain that even the Veyron isn’t in the same league as the F1, but that’s a different conversation). With such formidable competition, Ferrari needed a gimmick to make its F50 stand out, and by focusing on Formula One technology, it found one.

Ferrari has a reputation for passing its racing technology down to its street cars. Sometimes it was well after other manufacturers had adopted the technology, as with disc brakes or mid-engines. Other times, Ferrari was ahead of the pack, as with the paddle shift transmission. Ferrari recognized that the F50 could only be incrementally better than previous supercars, so rather than producing a car whose existence would be judged by comparisons to the F40, the company chose a different path. It decided to build a Formula One car for the street.

The concept started with two staples of an F1 car—a composite tub and an engine that serves both as a power plant and a part of the chassis. It is doubtful that you’ll ever see an F50 stripped of its bodywork, but if you did, you’d find a carbon composite monocoque of just 225 lb. Fasteners are bonded to the tub with aerospace adhesive, and the car is built around the structure. The engine is rigidly attached to the monocoque, and the rear suspension, rear bumper, and rear bodywork are actually attached to the engine. In the front, a sub-frame is attached to the monocoque and it serves as an attachment point for both the racing-derived pushrod suspension and for the front bodywork.

## The engine is a close derivative of the F1 V12

The engine is a departure from the 288 GTO’s and F40’s turbocharged V8s. It is instead a close derivative of a Formula One V12, cast in steel rather than alloy to meet the structural needs of a street car. The 4.7-liter unit is tuned to 513 hp at 8,500 rpm, some 35 horses more than an F40 but 2 hp per liter less than the earlier car. The 8,500 rpm redline is about half the revs an F1 version turns but far more practical for a street car.



The design loosely follows the theme of Pininfarina’s Mythos: the nose profile of an F1 car is sculpted in the front of the F50, while with the rear resembles the winged profile of the race car. The aerodynamics are highly developed, again using lessons learned in F1.

## F40 hit the hot button, F50 missed

The small number of F50s produced, 349, means not many change hands. Looking for a way to discourage speculation, Ferrari leased rather than sold F50s to the first owners. The move worked to limit speculation but also doused the hysteria that drives the secondary market. Would-be buyers never got whipped up to the frenzy state, and while the small number of cars available keeps the prices high, the interest in the car fell short of its potential. I’ve never been asked to find an F50 for a customer, while I almost always know someone interested in an F40. This has less to do with price than it does lust. The F40 hit a hot button which the F50 simply missed.

There are three F50s in the current Ferrari Market Letter. They range from \$875,000 to \$985,000. The SCM Price Guide hits them at \$675,000–\$775,000, yet the RM car only brought \$520,000. Is the sky falling? The Ferrari Market Letter cars are simply missing reality. Someone threw one out at a high price to test the market and a couple others followed. The SCM price is closer to reality, but given the current economic state, it may be a bit high.

The missing link is currency. RM’s car sold at 319,000 British pounds, well within pre-sale estimates. Converted on the day of sale that comes out to \$511,676, but go back just a few months before and the same 319,000 pounds was worth about \$622,000. SCM Platinum shows an August eBay sale at \$650,000, a number more representative of the real market. The buyer here got a good deal, but the sky isn’t falling and he didn’t steal it. ♦

(Introductory description courtesy of RM Auctions.)



# Ferrari Tests Its Brakes

## U.S. Ferrari dealers have been told they will not get their quota of new V12 and V8 Ferraris for November and December

by Mike Sheehan



Thorson's Lusso, worth a fleet of VWs now

In last month's column I discussed how Ferraris have evolved through three distinctive eras in the past 60 years:

1. Racing-based evolution of the Enzo Ferrari era
2. Mass production of the Fiat years
3. Even-higher-volume of the di Montezemolo era

I concluded, in part, that the Enzo-era cars are the most collectible and highest valued, while the Fiat-era cars long ago flat-lined in value, and the Montezemolo cars quickly become used cars.

From the day they left the factory, the Enzo cars were sought after, and even as they aged, the most desirable commanded prices that went far beyond transportation value.

As an example, fellow SCM writer Thor Thorson bought a battered Lusso, s/n 5471, with a 275 engine and a crunched fender, in Seattle in 1969 for \$6,000. While it's a pittance today in the world of collector cars, in 1969 that sum would have bought a trio of new 1969 VWs, at \$1,799 each, with lots of cash left over. The same \$6,000 also represented 30%–50% of the cost of a house in middle America in 1969, so again, a lot of money.

Even in today's unsettled economy, the same project Lusso would still bring an easy \$250,000, now the price of a fleet of new VWs, or the cost of a moderate house in middle America. Although prices are down from six months ago, the Enzo-era cars remain the Gold Standard of collector cars.

### Fiat era less collectible, more affordable

The Fiat-era cars play by a different set of rules and have always been less collectible and more affordable, as many more were built. Thanks to depreciation, 50% was usually knocked off the purchase price within three or four years. Over the last two decades, there have been booms and busts and inflation-related appreciation, and so

today a nice Boxer will still set you back over \$100,000. That number is beyond its new price and well beyond transportation value, but far less than an equivalent Enzo-era model.

Indeed, most of the Fiat-era Ferraris have maintained much of their panache, and (excluding the clumsy 400s and 412s) most trade for close to or over their "new" purchase price. Their value validates these cars as collectible, although at a large discount behind the price and desirability of their predecessors.

### Putting on the brakes

The expansion of the Montezemolo era continues, and only last year Ferrari told its U.S. dealers that it expected to build nearly 7,000 new 612s, 599s, and 430s for the world market in 2009. Ferrari also planned to build nearly 3,000 new California Spyders for the 2009 world market, a major jump in Ferrari production.

At that time, the bigger U.S. Ferrari dealers had allocations of about 50 cars per year, while the smaller dealers got about 25 cars. A typical 50-car allocation would include two or three 612s, six to eight 599s, and about 40 430s. Four to eight of the 430s would be Scuderias and another six or eight would be 430 coupes, the rest being 430 Spyders. Only last year, U.S. dealers were told to expect about one half their allocation in additional California Spyders, effectively increasing every dealer's

quota—and profits—by about 50%.

Times, economies, and business plans change, and now that Ferrari sales have slowed, the U.S. dealer network has been told it will not get its quota of new V12 and V8 Ferraris for November and December. Those cars either will not be built or will be allocated elsewhere, and they will not arrive as part of their January and February allotments.

This slowdown gives Ferrari dealers a chance to sell existing inventory while hopefully creating some level of demand through lack of supply. Dealers who had expected to receive 50 V12s and V8s plus half that number of California Spyders will now get only 40 cars in total, broken down to two or three 612s, six to eight 599s, three to five total 430s, plus 25 of the all-new (and hopefully fast-selling) California spyders.

### What price exclusivity?

No one knows how long or how deep this recession will be, but it is interesting to see how quickly and dramatically Ferrari has responded. Hopefully the company's revised marketing plan hits its target, but if not, Ferrari is small enough and nimble enough to change direction. Once the economy does rebound, there is little question that Ferrari production will soon hit 10,000 cars a year. Of course, as production increases, exclusivity and collectability decreases. But as always, the reasons to buy a new Ferrari have far more to do with exclusivity and a statement of success than with collectibility.

For many years I had opined that the 456 GTs would

bottom out around \$75,000, the 456M GTs at \$95,000, and the 550s north of \$100,000, as these are fast, beautiful, user-friendly supercars. Much to my amazement, even the last few boom years have proven me wrong. Now 456 GTs can be bought with asking prices of \$45,000 through AutoTrader or eBay, 456M GTs are offered with an ask of \$75,000, and a 550 with 25,000 miles can be bought for \$75,000. Unless meticulously maintained, these models are now seen much like a ten- to 15-year-old Mercedes S600 or SL600 V12—overly complicated, with high maintenance costs, dated styling, and a black box syndrome of ever-more-difficult maintenance problems to come.

### The miracle of massive depreciation

With a "new" cost of \$220,000-plus for the 456 GTs, 456M GTs, and 550s, today's radical drops in value are breathtaking. While the good news is that massive depreciation has or will make these cars more financially accessible, those who wrote the first check, and even the second or third checks in the ownership chain, have to question the value of exclusivity, especially as it goes away. Late-model Ferrari price declines also apply to other marques, be it the Chevy Suburban, Bentley Continental, Nissan Pathfinder, or Lamborghini Gallardo. As the economy has declined, they have all suffered major price reductions.

### More affordable for enthusiasts

My crystal ball was long-ago recalled for defects, and so I will not guess where used 599s or 612s will be priced in another five to ten years, but based on what has happened to 456, 550, and 575 values, it doesn't take a crystal ball to see where we are going. As for the 360s, with over 17,500 built, and with anywhere from 80 to 100 for sale in every issue of the Ferrari Market Letter, plus an equal number on eBay, they clearly have nowhere to go but down. Likewise the 430s. Stealing a line from Monty Python, and "looking at the bright side of life," the good news is that all of these late model supercars will soon be far more affordable to the enthusiast who doesn't mind driving last year's model—and experiencing mind-boggling performance at a relatively entry-level price. ♦

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# 1961 Aston Martin DB4GT Zagato Re-creation

I doubt whether anybody could tell the difference between this and a Sanction II without looking at the chassis number

by Paul Hardiman



Chassis number: DB4483R

The competition variant of the legendary Aston Martin DB4, the DB4GT, was introduced in September 1959 at the London Motor Show. It was based on the race-winning prototype DP199/1, which won in its first outing at Silverstone in May 1959 in the hands of Stirling Moss. That was the year in which Aston Martin chairman David Brown's race program had beaten Ferrari in sports cars, winning Le Mans outright and taking the World Sports Car Championship.

The DB4GT was developed for increased performance by making it shorter, lighter, and more powerful than the DB4. The 3,670-cc DOHC engine was extensively modified, featuring a higher compression (9:1), a twin-plug, dual-ignition cylinder head, and breathing through triple twin-choke Weber 45DCOE carburetors. Power output was claimed at 304 hp, a useful increase from the claimed 240 hp of the standard car, and qualified the GT as the most powerful British car of its era. Maximum speeds during testing reached 153 mph with a 0–60 mph time of 6.1 seconds. It was one of the first cars that could go from standstill to 100 mph and back again in under 20 seconds—a tribute, in part, to its uprated Girling braking system, as used in Aston Martin's sports racers of the era.

By 1960, coachbuilder Zagato's fame was at its pinnacle, with GT racing and rallying virtually dominated by cars wearing its bodies. Upping the ante to compete with the Ferrari 250 GT SWB, the Torinese firm was commissioned to create an even lighter version of the DB4GT. The Zagato edition was to be equipped with an uprated version of the DB4GT engine, now producing 314 hp. Though 25 were planned, only 19 were built,

and no two were exactly alike.

In 1989, Aston Martin boss Victor Gauntlett authorized the production of four more GTZs, to be known as "Sanction II" cars, which would use up unallocated chassis numbers from the original series. Led by Works racing specialist (and world-famous restorer of Astons) Richard Williams, the completed chassis were sent to the workshops of Zagato, where Mario Galbiati was heading up the project.

To ensure that the bodies of the Sanction II cars were identical to the originals, Williams had his own car sent to Italy to be dismantled and used as a template. The finished cars are perfect tributes, with just a few modifications to improve handling, plus 4.2-liter engines. They were offered for £750,000 (about \$1.2m at that time) each, around half the then-current market value of one of the original 19 cars, and they are considered part of the ongoing DB4GT Zagato legacy.

This car can legitimately claim direct lineage to the Sanction II project. Having built the bodies for the four Sanction cars, Mario Galbiati embarked on the production of one final car that he intended to keep for himself. With the experience he had accumulated in the building of the other cars, this was to be the best one he had ever made. But before it was even completed, an Italian collector heard of the project and convinced Galbiati to sell. Only recently completed, it went back to RS Williams in September 2008, where all engine settings were checked and the car was road tested. Williams reports the car is a stunning and properly built example that requires some final fettling and detailing to be set up correctly for use on road or track.

## Details

Years produced: 2008 (Sanction II cars 1989–91)  
 Number produced: 1 (SII cars: 4, originals: 19)  
 Original list price: DB4 £4,084. Sanction II £750,000 (then about \$1,200,000)  
 SCM Valuation: \$450,000  
 Tune-up cost: \$1,600 (RS Williams)  
 Distributor cap: \$81 (x2) (RS Williams price)  
 Chassis #: Under hood on top of scuttle  
 Engine #: On nearside of cylinder block next to dynamo  
 Club: Aston Martin Owners' Club  
 Drayton St. Leonard  
 Wallingford, Oxfordshire OX10 7BG UK  
 More: www.amoc.org  
 Alternatives: Ferrari 250 GTO/SWB replica, Aston Martin DB4 resto-mod, Shelby Cobra Daytona Coupe replica  
 SCM Investment Grade: C

## Comps



1962 Aston Martin DB4GT Zagato  
 Lot# 86, s/n DB4GT0190L  
 Condition 1-  
 Sold at \$2,695,000  
 RM, Phoenix, AZ, 1/28/2005  
 SCM# 37366



1961 Aston Martin DB4GT Zagato  
 Lot# 247, s/n DB4GT0199L  
 Condition 2  
 Not sold at \$2,450,000  
 RM, Monterey, CA, 8/19/2005  
 SCM# 39196



1961 Aston Martin DB4GT Special  
 Lot# 158, s/n DB4GT0148R  
 Condition 1  
 Not sold at \$1,229,215  
 Bonhams, Newport Pagnell, UK, 5/13/2006  
 SCM# 41983



## SCM Analysis

This car sold for \$529,320, including buyer's premium, at RM's Automobiles of London sale at Battersea Evolution, London, on October 29, 2008.

Built to exact DB4GT Zagato specification ("raped" is how Richard Williams has described the Sanction II process of copying his own GTZ), the iconic shape has been perfectly re-created by the same hands that built the original cars from the 1960s, and the detailing evokes all of the emotion of the original.

Galbiati started with chassis DB4483R, shortened it to GTZ specifications, and then crafted a new car on top. The engine and gearbox, by RS Williams, cost more than \$65,000 in 2004. The motor looks correct in every detail, with its original DB4GT twin-plug head, but inside there is a steel billet crankshaft, Carrillo rods, and Cosworth pistons, sucking through triple Weber 45DCOE carburetors, as per the original. Power is now a claimed 340 hp at 5,500 rpm, which rather leads one to suspect a Sanction II-style 4.2 under the hood, rather than the 3,670-cc quoted in the catalog.

## This car is half the price of a Sanction II

Finished in the same Sanction II shade of green, the car was completed early in 2008 and is presented in fresh condition. The interior is correctly detailed with Smiths instruments (5,500 redline tach) and subdued trim, with good detailing in the trunk, including the riveted tank and new double-ended SU fuel pump (now in production again with Burlen Fuel Systems). Aside from the 74,000 miles showing on the clock, presumably a legacy from the donor car, this car is new and unmarked.

Richard Williams pointed out that when new, the Sanction II cars were about half the price of the real thing. This is about half of that price for a car that is as good as a Sanction II, just not officially endorsed by the company. I doubt whether anybody could tell the difference between this and a Sanction II without looking at the chassis number. These five cars do differ from the originals in chassis detail, however.

A good Porsche RS 2.7 replica is about 40% of the price of a mint original, and this car looks like an even better value if you follow the same logic. A real GTZ is now about \$4 million, a Sanction II something like half that, and this car around an eighth of an original. It's 50% more than a decent GTO replica, but one of those is only about one-fiftieth of the price of the real thing. However you slice and stack the numbers, this car brought about 75% of its lower estimate, as did most of the cars at this sale. In this climate, the seller should be happy with that.

Whatever its relative value, one might argue that it devalues the Sanction II cars—and what's to stop Galbiati from making more? Will we see Ferrari-style "cease and desist" suits flying about in an attempt to stop re-creations from wearing Aston Martin badges? Only time will tell.

I suggest that if you see this car as exactly what it is—an exquisitely hand-crafted GT car to enjoy, for roughly the price of the donor car plus the labor—the value equation starts to make sense. However, I can't resist commenting that in the end, it's a shame to waste another DB4. ♦

(Introductory description courtesy of Bonhams.)

## Seat Time



**Barney Hallingby, New York, NY:** In 2002, I purchased DB4GT0196R, a Sanction II Zagato. The original and only former owner was Simon Draper, a well-known Aston collector in the U.K. The car arrived with a mere 5,000 miles on the odometer, a virtual virgin!

As you may recall, Aston skipped four serial numbers in its original production run. Some years later, when the style of the car had become widely viewed as a classic, Victor Gauntlett decided to build the last four cars. They were different in several ways: a 4.2-liter (vs. 3.7) engine producing 350 hp, extended inlet manifolds, better front suspension geometry, and smaller, wider (15" x 6") Borraris.

The car is a dream to drive; it's quick, responsive, and sounds great. Its 6-cylinder, twin-plug engine, in combination with three Weber carbs, produces a wonderful driving experience. Light on its feet with excellent handling, it is an absolute joy to drive. Not surprisingly, most of the original 19 Zagatos have been upgraded to Sanction II specs, making them virtually indistinguishable.

# 1942 Alfa Romeo 6C 2500 Sport Cabriolet

No member of the German General Staff would have ordered a fire engine red Italian convertible in the middle of a war

by Donald Osborne



The Worldwide Group

Chassis number: 915128

Virtually identical in displacement to the 8C 2300 Monza, Vittorio Jano's new 6C 2500 was simpler to produce and designed to be inherently reliable and capable of excellent performance.

The 6C 2500 employed a single dual-choke carburetor and 7.5:1 compression to produce 95 hp, driving through a single-plate clutch and 4-speed gearbox to the torsion bar independent rear suspension. Front suspension was independent with coil springs.

The most prolific coachbuilder for Alfa during this period was Carrozzeria Touring, which was able to develop its designs in its own wind tunnel. One of these was the Torpedino Brescia, an interim step leading to the traditional full-envelope bodies that would appear in 1941 on the Mille Miglia-Brescia GP BMW 328s.

One of the beautiful and rare interim-bodied Alfa Romeo 6C 2500s is the example offered here. Chassis number 915128 was completed in June 1942. Alfa's chassis records show it being delivered in April 1943 to General von Carnap in Berlin.

Its subsequent history is not known until it was purchased in Texas in 1960 by Donald Vesley. Vesley owned it until 1974, when it was acquired by Lew Lazarus, later passing to Dale Finstrom, then back to Lazarus, and then on to John Siebert in Uxbridge, Ontario, in the early 1980s. After completion of a restoration, Siebert sold it to Paul Myers in 1989, who kept it until it was bought in 1997 by Lawrence Smith, from whom the present owner acquired it in 2008.

It has an extensive show history, including appearances at Pebble Beach, a CCCA Senior National First Prize where it was judged 100 points, a Meadow Brook Blue Ribbon, Most Elegant Sports Car at Amelia Island in 2005, a best-in-class win at Greenwich, Connecticut, in 2008, and 2008 acceptance in the long-distance Pebble Beach Motoring Classic.

Its appeal and quality have earned it invitations to The Quail Motorsports Gathering and the Pebble Beach Concours d'Elegance in 2009. According to Anselmi's 6C 2500 book, it is believed to be one of only three cars bodied in this style by Touring. Of the two that survive, this is the only one with its original engine.

**SCM Analysis** This car sold for \$345,400, including buyer's premium, at the Worldwide Group's auction at Hilton Head Island, South Carolina, on November 1, 2008.

As World War II unfolded in Europe in 1940 and '41, automakers in the U.S. were ordered first to limit production, then to eliminate the use of chrome trim prior to the halt of car manufacture altogether in February 1942.

There are, therefore, almost no 1943 or 1944 non-military cars from U.S. makers, and those that were built were olive drab sedans and ambulances. A similar situation existed in the U.K. from 1939 to 1945. However, in Europe, the factories of Mercedes-Benz and their cross-Alpine equivalent Alfa Romeo continued to turn out cars for private buyers through much of the war.

## Details

Years produced: 1939, 1941-46  
 Number produced: 259 (3rd Series Sport)  
 Original list price: \$4,130 (1939 chassis)  
 SCM Valuation: \$300,000-\$450,000  
 Tune-up cost: \$750  
 Distributor caps: \$100 (Bosch equivalent)  
 Chassis #: Bulkhead  
 Engine #: Intake side of block  
 Club: 6C 2500 Register  
 Malcolm Harris, Parkside Publications  
 999 3rd Ave., Suite 3210  
 Seattle, WA 98104  
 More: www.aroc-usa.org  
 Alternatives: 1934-39 Bugatti T57S Stelvio,  
 1936-39 Delage D8-120,  
 1935-39 Delahaye 135 Sport  
 SCM Investment Grade: B

## Comps



1943 Alfa Romeo 6C 2500 Cabriolet  
 Lot# 4627546891, s/n 915201  
 Condition 4  
 Sold at \$50,200  
 eBay, 6/1/2006  
 SCM# 42071



1940 Alfa Romeo 6C 2500 Cabriolet  
 Lot# 482, s/n 915089  
 Condition 3  
 Sold at \$341,000  
 RM, Monterey CA, 8/14/2008  
 SCM# 117518



1950 Alfa Romeo 6C 2500 Cabriolet  
 Lot# 208, s/n 915870  
 Condition 3-  
 Sold at \$348,860  
 Bonhams, Gstaad, CHE, 12/19/2007  
 SCM# 48096

In fact, while Mercedes stopped auto production in 1943, Alfas were made in every year from 1939 through 1945. And as was the case with this 6C 2500 Sport, most of these cars were not dull, nondescript sedans. The still-confident military and industrial elites of both Germany and Italy continued to order fast, beautiful cars for their personal use, even as things began to unravel.

## Performance matched more powerful rivals

Available in Turismo, Sport, and Super Sport tune, with power outputs of 87, 95, and 110 hp, respectively, the sophisticated suspension, capable chassis, and flexible Jano engines gave the 6C 2500 road performance that matched more powerful rivals from Bugatti, Mercedes, and Delahaye. The Alfa chassis were clothed in a variety of attractive bodies, none more so than those from Carrozzeria Touring.

Touring had become the coachbuilder most associated with Alfa during the late 1930s and did some of its best work on Alfas, capturing the signature blend of performance and luxury.

The 6C 2500 was a sales success for the state-owned company, with more than 2,500 produced from 1939 to 1953, when it was finally phased out in favor of the 4-cylinder 1900.

Alfa production ranged from a high of 330 units in 1939 to 18 in 1944 and three in 1945, hovering around 100 during the other war years.

Of the 6C 2500 Sport 3rd Series, only 172 chassis left the Portello works between 1939 and 1945. So a 1942 Alfa 6C 2500 Sport is certainly rare—one of 53. The Touring body, inspired by the Torpedino Brescia, is lovely and is original to this chassis. It also has its original engine and an obviously expensive, now-20-year-old restoration that has been maintained to a standard still capable of winning recognition as recently as 2008.

So, why didn't this car ring the bell and sell above the top of the price guide range? Was it a great bargain or was something else up? The car, as presented, was certainly eye-catching. However, a closer look revealed many incorrect details, including the wiring, lighting, some control knobs, wipers, and bumpers. Most can be put down to the age of the restoration. In recent years, the knowledge and detail expected in restoring a car of this type have progressed dramatically.

## Color could have suppressed bidding

In addition, the bright red color is completely wrong for the car and the period. Most Touring-bodied Alfas of this time were finished in muted tones, and no member of the German General Staff would have ordered a fire engine red Italian convertible in the middle of a war.

The shade does not favor the shape and certainly could have suppressed bidding. The overall feeling was of a car with great bones, but which needs a comprehensive re-restoration to correct it. It was also clear that the Alfa has not been used lately. It was entered in the Pebble Beach Motoring Classic, but did not actually make the run. Finally, while the performance of the 6C 2500 Sport is adequate for the time, today the triple-carb Super Sport is the most desired variant.

But even as it sits, this car is probably the least expensive entry card into every top event on the planet. From concours to vintage rallies, in Europe, the Americas and Asia, the 6C is eligible everywhere. A curious note was the statement that the car has been invited to The Quail and to the Pebble Beach Concours in 2009. It's hard to imagine a car being shown in both places in the same year, and in order to win a prize at either, it will certainly need to have the remedial work performed.

The catalog mentioned the length of ownership among several of the previous keepers of this Alfa, but also highlighted the brief tenure of its last owner.

If the buyer knew what he was getting—a very good car with reasonable provenance, but not restored to the highest level—this could be a reasonable investment. But if the buyer thought he was getting a road-ready, concours ribbon-eligible automobile, he may find the purchase price merely the down payment on a long and expensive pathway. ♦

(Introductory description courtesy of Worldwide Group.)

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PHOTOGRAPHY BY: SCOTT WILLIAMSON

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# 1959 Volkswagen 1200 2-Door Sedan

The pool of original cars continues to shrink, thanks to fires, floods, rust, and kids with a hankering to build a sand rail

by B. Mitchell Carlson



Chassis number: 2909296

The Volkswagen Beetle sedan inspired unusual loyalty and enthusiasm based on its practicality, reliability, adaptability, and affordability. Originally conceived by Dr. Ferdinand Porsche in the earliest days of his consulting engineering company, it was shopped to various German manufacturers in the early 1930s, but it wasn't until the rise of National Socialism that a People's Car gathered support from the government as a way of promoting the use of Germany's new Autobahn highway system.

The Volkswagen's platform backbone frame was simple to build and it was adaptable; the rear-mounted engine left the entire volume between the wheels free of obstructions and mated directly to the transaxle, which eliminated the driveshaft. Porsche's favored trailing arm independent front suspension with transverse torsion bar springs imposed little upon the internal volume, and the swing axle rear suspension coped with the typically rough roads of the day. Porsche preferred an air-cooled engine because it eliminated pumps, pipes, hoses and radiators, as well as the risk of freezing in cold northern winters.

The Beetle always stayed true to the basic concept: the wheelbase never budged from 94.5 inches, and the track changed only slightly with wheel and tire choices, as well as the 1969 change from swing axles to fully articulated independent rear suspension.

From the late 1950s through the early 1970s, Volkswagens sold in hundreds of thousands in the United States, peaking at 572,573 in 1970. In 1973, the Beetle surpassed the Model T's total production and has continued to add to its margin for a further quarter century.

The Paine Collection's 1959 Volkswagen 1200 two-

door sedan exemplifies small but important evolutionary changes. Tubeless tires had been standardized in 1957. In 1958, the rear window grew larger and nearly rectangular in shape, instead of the former oval. Parking lights and turn signals now perched on top of the front fenders. Changes for 1959 were strictly mechanical, reflecting how Volkswagen amortized its design, development, and tooling costs to keep prices in check. In 1959, the 1200 sedan was just \$1,555, landed at a U.S. port.

This 1959 Volkswagen 1200 shows just 34,338 miles on the odometer and is completely original. The original paint is a pastel gray-blue, while the interior is gray two-tone vinyl. It has an AM radio, two gray translucent plastic sun visors, bumper overrides, and black-wall tires. It was given the "Rusty Jones" rustproofing treatment when new, which no doubt contributes to the current sound condition of its body. After mechanical recommissioning, it should be usable in its present cosmetic condition, as it is much too well preserved to be ruined by restoration.

**SCM Analysis** *This car sold for \$12,870, including buyer's premium, at the Bonhams & Butterfields Owls Head sale in Maine on September 27, 2008.*

*Over the last few years, Americans have finally gotten religion on a subject the Europeans figured out years ago: Don't mess with good original cars. The American scheme of things for decades has been to take an original car—from lightly worn to scraped off the rock pile on the end of a field—and meticulously restore it to better-than-original condition.*

## Details

Years produced: 1949-79  
 Number produced: 575,407 (1959);  
 16,255,500 (total German production)  
 Original list price: \$1,545 (1959)  
 SCM Valuation: \$8,000-\$10,000  
 Tune-up cost: \$100  
 Distributor cap: \$10  
 Chassis #: Bulkhead plate in trunk behind spare tire; stamped on chassis pan beneath rear seat  
 Engine #: Stamped on crankcase generator support boss  
 Club: Vintage Volkswagen Club  
 PO Box 1016, Springdale, AR 72765-1016  
 More: www.vvcca.com  
 Alternatives: 1953-62 AMC Metropolitan, 1960-64 Chevrolet Corvair, 1960-67 Morris Mini  
 SCM Investment Grade: C

## Comps



1961 Volkswagen Beetle 2-Door Sedan  
 Lot# 741, s/n 3816253  
 Condition 2  
 Sold at \$11,880  
 Kruse, Ft. Lauderdale, FL, 1/4/2008  
 SCM# 48230



1959 Volkswagen Beetle Convertible  
 Lot# 724, s/n 2443074  
 Condition 3  
 Sold at \$12,420  
 Kruse, Phoenix, AZ, 1/24/2008  
 SCM# 49148



1957 Volkswagen 2-Door Sedan  
 Lot# 1207, s/n 1584722  
 Condition 2  
 Sold at \$15,400  
 Barrett-Jackson, Scottsdale, AZ, 1/12/2008  
 SCM# 48259

*This hit me hard a few years back at a Lincoln & Continental Owner's Club national meet. A well-known member of the club was showing his 80-mile 1979 Continental Mk V Bill Blass edition next to another club member's 20-mile 1978 Mk V. While commenting to the owner of the '78 on how nice both cars looked, he told me that the other chap's car should look nice, as it was restored. In fact, it was over-restored, and what he had accomplished in the process was to perfect it too much, failing to replicate it as a historical object and instead elevating it to a type of concours lawn art.*

## It can only be original once

*Unlike the vast majority of Beetles I encounter in Auctionland, this car is true to its original configuration and distinctly unaccessorized—either in period or modern pieces. In fact, the only accessory on the car is the optional AM radio, which was in it when it was sold new by Jim Adams Volkswagen of Bangor, Maine.*

*While the bumper chrome comes off as slightly cloudy, along with the original coating of Türkis enamel, they still accurately represent the finishes of period Wolfsburg production. Modern triple-plated, mirror-gloss chrome doesn't replicate the simple mass-produced single shot plating. If all Beetles were repainted in an always-wet-looking base coat/clear coat finish, the only way one would know what true Türkis looks like would be to crack open the N.O.S. vial of touch-up paint I happen to have.*

*For better or worse, unrestored cars also retain the original driving characteristics. Sure, radial tires, dual-master-cylinder brakes, and 12-volt electrical systems make cars more livable in 2009, but our example is a car*



*that is intended to be preserved as a time capsule—lousy handling, poor stopping, and anemic heaters included. As the hackneyed old saying goes, it's original only once.*

*While not a low-mile, near-virgin example of a desirable convertible, this is a lightly used example of what the typical workaday Beetle actually was circa 1960. For the sake of being a template for future restorations, it should be left as-is, except to fix minor issues from long-term sitting.*

*Although over 16 million Beetles were made over the decades, the pool of all-original cars will continue to shrink, as certain as fires, floods, rust, and kids armed with a JC Whitney catalog and a hankering to build a sand rail. Just like another car that is among the ranks of the 15-million club—the Ford Model T—everyone at one time thought there were plenty of originals to go around. Today, an original unrestored T in presentable, running condition can highlight a show. With the march of time, the Beetle will do the same.*

*As for this selling price, while at first it might seem a little strong (based solely on the car's condition), when you factor in the originality, it is right on the mark. This sale had a number of unrestored originals in it, and while most were older, higher caliber cars, they also tended to sell for slightly above the pricing curve—a marketplace nod to originality. ♦*

*(Introductory description courtesy of Bonhams & Butterfields.)*

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# 1967 Chevrolet Stage III NICKEY Camaro

To those not familiar with the documented, dealer-converted supercar market, \$446,250 would appear to be a staggering amount for a lowly Camaro

by Colin Comer



Photos: David Newhardt

Chassis number: 124377N184950

**N**ickey Chevrolet of Chicago was one of the largest Chevy dealers in America and had big plans for Chevrolet's new pony car in 1967. Working with legendary Chevrolet engine builder Bill Thomas in California, Nickey developed a plan to install the potent 427-ci Corvette engines into the Camaro in late 1966.

Bill Thomas Engineering would convert the cars to be sold in the West and famous drag racer Dick Harrell was brought in to kick off the program in Chicago. It's widely accepted that Nickey was the first to bring this conversion to reality.

The opportunity to purchase a Nickey Camaro comes along perhaps once every decade. Considered by many to be the best known 1967 Stage III Nickey Camaro to exist, this car is one of an estimated 14 Nickey 427 Camaros built in 1967, but one of only three to receive the 427-ci, 435-hp, L89 aluminum head, Tri-Power engine. It is the only car built in the color Tahoe Turquoise.

This car has been featured in numerous magazines and books, including *Chevy SS: 50 Years of Super Sport*, *Camaro, Forty Years*, and the recently released *American Muscle Supercars*. The car was submitted just once for judging at the 1997 Camaro National Show, where it was awarded both Best of Show and Top Gun awards. Finally, the car was selected as the subject of a Lane Collectibles "Exact Detail" diecast model.

**SCM Analysis** This Nickey Camaro sold for \$446,250, including buyer's premium, at the Mecum Fall High Performance auction in St. Charles, Illinois, on October 5, 2008.

To those not familiar with the documented dealer-converted muscle supercar market, this would appear to

be a staggering amount for a lowly Camaro. In reality, however, it is the cost of entry to this exclusive club.

## A cottage industry of dealer-built supercars

In 1967, Chevrolet's new Camaro spawned an entire cottage industry of dealer-built "supercars." Back when the world was smaller, supercar buyers usually stayed within their region—the West Coast had Bill Thomas Race Cars, the East Coast had guys like Yenko and Baldwin, and the Midwest had Nickey (with the backwards "K") Chevrolet.

Outside of ads in *Hot Rod* and other magazines, word of mouth and street cred sold these expensive cars to well-heeled or very credit-worthy young buyers. The entire supercar era is legendary, even though it occupied a brief moment in time. In full swing in 1967 and basically dead by the end of 1970, total supercar production, including every dealership for the entire era, is estimated to be below 1,000 cars. The attrition rate was incredibly high among this group, and few have survived.

The Nickey sold at Mecum is one I know quite well, as I used to own it.

In 1994, this Camaro was for sale in Kenosha, Wisconsin. Painted black, it was a project car with a small-block Chevy underhood. Collector Mike Guarise went to look at the car and was unimpressed. The price was \$9,000, and after a cursory inspection, Guarise passed. Unfortunately, he had only seen the side of the car where the "Nickey" fender emblem was missing, not the one that still had one in place.

Shortly thereafter, the car sold to a gentleman who used the original Nickey emblem to reproduce this rare item, examples of which are still being sold today. The car was then sold for \$17,000 to Joe Lukason of Florida,

## Details

Years produced: 1967–69  
 Number produced: True figure unknown, 100–200 approx.  
 SCM Valuation: \$250,000–\$400,000  
 Original list price: \$4,800  
 Tune-up cost: \$150  
 Distributor cap: \$12  
 Chassis #: Plate on driver's side door jamb  
 Engine #: Pad on passenger side front of block  
 Clubs: The Yenko Sports Club/The Supercar Registry; The Nickey Registry  
 More: www.yenko.net; www.nickeychicago.net; American Muscle Supercars by David Newhardt  
 Alternatives: 1967–69 Yenko Super Camaro; 1967–69 Baldwin-Motion Camaro; 1969 Chevrolet COPO L72 and COPO ZL1 Camaro  
 SCM Investment Grade: A

## Comps



1968 Chevrolet Yenko Super Camaro 427  
 Lot# S514, s/n 124878N413680  
 Condition 2+  
 Sold at \$367,500  
 Mecum, Belvidere, IL, 5/25/2006  
 SCM# 41778



1969 Chevrolet Camaro RS ZL1  
 Lot# S99, s/n 134379N641266  
 Condition 3+  
 Sold at \$800,000  
 Mecum, Indianapolis, IN, 05/18/2008  
 SCM# 116954



1969 Chevrolet Camaro Yenko S/C  
 Lot# 54, s/n 124379N615166  
 Condition 1  
 Sold at \$247,500  
 Worldwide, Seabrook, TX, 04/30/2005  
 SCM# 38493

who believed the car to be a legitimate Nickey-converted 427 car, even though no documentation to support this existed.

## Restored as a proper Stage III

Lukason had the car restored as a proper 427 Stage III car with an L89 aluminum-head, Tri-Power engine, based on conversations with people who remembered the car as being originally so equipped. Lukason soon advertised the car for sale in Hemmings for around \$150,000. After nearly two years with no takers, he consigned it to Mecum's Fall Premier sale in November 2000. Against a \$150,000 reserve (that was obviously lowered on the block), I bought the car for \$67,000, deciding to roll the dice and see if I could prove I had a real Nickey-converted 427 car or just a super nice clone worth about \$15,000.

My first step was to obtain a National Insurance Crime Bureau report showing the VIN to see where the car was delivered new. The initial report was not good. This Camaro's original destination was not Nickey Chevrolet in Chicago. Bummer. However, digging deeper, another file number was found referenced on the NICB report. This number showed a subsequent shipping record—perhaps a dealer trade—to Nickey Chevrolet in Chicago. Bingo!

The next step was to find an ex-Nickey employee with original dealership records or knowledge of the car. I was sent to Don Swiatek, the man in charge of the conversions at Nickey in 1967. After a thorough examination,



he verified specific modifications performed during the conversion that only a Nickey mechanic would even know existed. Don signed an affidavit certifying that the car was a legitimate Nickey-converted supercar.

With this verification and the NICB report in hand, I consigned the car to Barrett-Jackson for the January 2001 sale. It was a no-sale at \$100,000, short of my \$125,000 reserve. In March 2001, I traded the Nickey to Mike Guarise for two cars, with an on-paper value of

\$125,000. Yes, the same Guarise who passed on the Camaro at \$9,000 six years prior.

## The only Tahoe Turquoise car

Guarise then had another ex-Nickey employee, Dave Delgado, inspect the car for further verification. Delgado remembered the car quite well, verified that it was indeed a 427-ci, L89/Tri-Power car, and recalled that it was the only Tahoe Turquoise car converted. Guarise owned the car until this sale.

While many markets, including collectible cars and especially pedestrian muscle cars, are in a rapid free-fall at the moment, this sale, along with the May 2008 sale of a 1967 Yenko-converted 427 Camaro for \$504,000, is proof that the best cars, and ones that have been out of circulation for a while, can find willing buyers at record prices. This is the highest price for a Nickey supercar to date, and deservedly so.

With fewer than five documented, original Nickey-converted cars of any kind still in existence, they are among the rarest supercars of all. I have a feeling that my 2001 sale of this car to Guarise will not be the last one in this car's history that is looked upon as a very good buy. ♦

(Introductory description courtesy of Mecum.)

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# 1965 Ferrari 250 LM Berlinetta

Cars that were once wild girlfriends have become trophy wives, with all the cattiness that accompanies competitive collecting

by Thor Thorson



Chassis number: 6173  
Engine number: 6173

By 1962, it was becoming clear that the 250 GTO was no longer competitive, and something completely new was required. So starting in 1961, Ferrari began experimenting with a rear-engine design.

A series of V6 and V8 prototypes named “Dino,” after Ferrari’s late son, were developed, and their early success seemed to show that Ferrari was on the right track. The new layout provided better balance and improved traction with the engine over the driving wheels. The result was the 250 P.

Completely new in appearance, it incorporated a rear-mounted transaxle and a dry-sump version of the venerable V12 engine. The 250 P enjoyed considerable success, including the ultimate sports car racing achievement—victory at the 1963 24 Hours of Le Mans.

With a replacement for the 250 GTO now due, the easiest solution was to put a roof on the 250 P. Pinfarina accepted the assignment, and the result was the unconventional but undeniably pretty 250 Le Mans Berlinetta, or 250 LM. The only hurdle remaining was homologation in the GT class. Enzo Ferrari told the FIA that the new 250 LM was a variant of the 250 GTO. Even the car’s name was part of the strategy. Given that all but the first prototype were fitted with the 3.3-liter version of the Colombo V12, the car should have been called the 275 LM. Unfortunately, it was all in vain, as even the FIA could not be convinced that the radically new sports car, with its rear engine, transaxle, and all new bodywork, was in any way related to the GTO.

The example presented here, 250 LM s/n 6173, was sold in April 1965 to the Italian Scuderia Sant Ambroeus Racing Team. Driver Edoardo Lualdi Gabardi scored

fine placings in Italian club races, while in international events, drivers Tarainazzo/Signalà teamed up for several successful events, including a first in class at the 1965 Targa Florio. The Scuderia then sold 6173 to Swiss Ferrari dealer Peter Monteverdi, who registered the car for street use for its subsequent owner.

**SCM Analysis** This car sold for \$3,617,020, including buyer’s premium, at RM’s Automobiles of London auction at Battersea Evolution, London, on October 29, 2008.

Though various front-engined racing Ferraris were converted to street use, very few of the mid-engined racers can claim such use as part of their resume. By the mid-1960s, racing had become way too specialized. I can personally attest that this car legitimately tried, though. Its history shows that it came to the U.S., then ended up for sale in Seattle. In the spring of 1969, I was visiting friends when I wandered into Contemporary Classics, a small exotic car dealership.

Down in the basement was a Lusso with a crunched fender and a “streetable” 250 LM, both for sale. I was hooked. I figured out that I could barely afford the Lusso (which I bought), but they wanted \$11,000 for the LM, so it was way out of my range.

A friend did take it out for an after-midnight “test drive” and tells of coming back downtown on the freeway, pretty much flat out in top gear, and passing a cop who was doing about 60 mph. The cop turned on his lights but was out of sight behind the LM in moments.

My friend bailed off the freeway and sneaked home on back streets, living one of those fantasies we used to get away with now and then. The LM was a terrible

## Details

Years produced: 1964–65  
Number produced: 32  
Original list price: \$20,000  
SCM Valuation: \$4,500,000–\$6,000,000  
Cost per hour to race: \$2,500  
Chassis #: Rear cross member on gearbox bracket  
Engine #: Right rear of block on side  
Club: Ferrari Owners Club  
18000 Studebaker Rd., Ste. 700  
Cerritos, CA 90703  
More: www.ferrariownersclub.org  
Alternatives: 1969 Ford GT40, 1965 Shelby Cobra Daytona coupe, 1970 Porsche 917K  
SCM Investment Grade: A

## Comps



1964 Ferrari 250 LM  
Lot# 339A, s/n 5845  
Condition 2  
Sold at \$6,979,225  
RM, Maranello, ITA, 5/18/2208



1961 Ferrari 250 GT “Breadvan”  
Lot# 52, s/n 2819GT  
Condition 3+  
Not sold at \$3,000,000  
Christie’s, Monterey, CA, 8/18/2005  
SCM# 38846



1964 Ferrari 250 LM  
Lot# 24, s/n 6023  
Condition 2  
Sold at \$2,147,500  
Christie’s, Pebble Beach, CA, 8/23/1999  
SCM# 12175



street car, by the way, a softer clutch and mufflers (and a heater!) being the only concessions made to civility.

## Beaten up horribly in its “retirement”

Forty years later, here I am writing about it. We’ve both seen a lot of miles since then, though I hope to claim this LM has had a rougher life. I’ve often held forth on these pages about how racing cars are seldom the blushing virgins that collectors who spend megabucks to own them would like them to be, but this car is different in that it survived its racing career unscathed, only to be beaten up horribly in its “retirement.”

In 1973, the car left the road in a Nevada event and plunged into a twelve-foot ditch. It was badly damaged. The insurance company totaled it and the wreck was sold to an ex-NART mechanic who restored it himself over a period of years. In the process, the front bodywork was rebuilt to standards maybe acceptable in 1976, but not today.

There followed a rather uneventful 30 years with a succession of owners, including a sale at RM’s Amelia Island auction in 2000 (for \$2,310,000, SCM# 18038). A few years ago it was launched off the road at the Modena Cento Ore Classic, only to land on its roof. Though fixed, the damage was done—yet another story. Somewhere along the way it also lost its correct Borrani wire wheels and got a set of five-spokes, along with some truly awful mirrors on stalks. When it showed up at this auction, it had a lot of asterisks attached to it.

Though we all get misty-eyed when we think back on the good old days when these cars were bad boy toys, flung about with joyous abandon in midnight romps that presumed disposability of the cars and immortality of the drivers, the reality is that Ferrari collectors today are generally a very sniffy bunch. The cars that were once wild girlfriends have become trophy wives, with all the cattiness that goes along with competitive collecting. Tawdry backgrounds extract a toll when the world knows what you’re showing. And in today’s wired world, rare is the important car that comes to market without its every secret revealed.

## A real car that needs a nose job

In an environment that prides itself on blemish-free perfection, this car is what I characterize as “les dregs

de la crème.” There’s no doubt it is part of the “crème.” It’s a real car with a good competition history, and it has its original engine and transaxle, mostly (if not completely) original frame and suspension, and it appears to be in excellent mechanical condition. The body, particularly the nose, is not correct, and apparently the tanks and exhaust are incorrect as well, but it’s a real, honest 250 LM. It’s just not a very good example. Think of it like the nick and dent rack in a very snooty and exclusive store; you can find tremendous value if you’re willing to ignore the whispering and raised eyebrows from the people who are proud of buying off the front display.

I’m interested that the vendor didn’t choose to spend the time and money to resolve the various issues before putting it up for auction; even paying factory prices, they could have been largely dealt with for a fraction of the car’s value. On the other hand, there is something refreshing about an old racing car with intervening history being presented and sold as such, blemishes and all. The market for “crème de la crème” LMs is about \$7 million these days (even post-crisis), so this example sold at a huge discount. If the buyer was looking for an honest old Ferrari 250 LM for a collection, not a bauble to dazzle the audience, I’d say this car represents excellent value. Well bought. ♦

(Introductory description courtesy of RM Auctions.)

## Seat Time

**Archie Urciuoli, Casey Key, FL:** The Ferrari 250 LM and its open-top sister car, the 250 P, were introduced in the early 1960s, and were the base of Ferrari’s Le Mans, GT, and sports car racing efforts in those years. The cars were light, relatively durable, and versatile, winning many important races, including Le Mans in 1965.

I’ve never owned one, but thanks to my friend David Piper, who loaned me his 250 P for the Goodwood Revival a few years ago, I have had the pleasure of racing one against some pretty good competitors. If I were to use one word to describe the car, it would be “balance.” In either 3.0- or 3.3-liter guise, it may not have the off-the-line acceleration of some period race cars, or the ultimate top speed of others, but it does everything very well, with turbine-like acceleration all the way to 8,000 rpm, great mid-range acceleration in the corners, beautiful neutral handling that won’t bite you, and excellent brakes. The car truly makes the driver look good.

As if a great racing package weren’t enough, the car also has an excellent aerodynamic design and a lovely, purposeful look that has stood the test of time. My personal taste favors the lines of the open 250 P, but both versions are visually stunning. I consider myself privileged to have experienced one.

**Barney Hallingby, Sharon, CT:** I am the proud owner of s/n 6045, the original Bill Harrah car. It was set on fire many years ago in a road accident when a ruptured gas tank leaked fuel, which was ignited by a police flare (I’m from the government and I’m here to help you!). The car was left for dead, as the value at that time didn’t justify rebuilding it. Some years later, Richard Freshman found most of the salvageable parts and began the reconstruction. Today it is a magnificent image of its former self.

I liken driving it most closely to driving a GT40 (I used to own s/n 1069): small cockpit, right-hand drive, engine directly behind, huge acceleration, and massive torque. While 6045 is one of the “road cars” (as was 1069), that is really the equivalent of a sheep in wolf’s clothing. The only real problem in both cars is getting in and out, but that is my fault, not theirs.

While this is not exactly the user-friendly car you can drive to the supermarket, the experience behind the wheel is so invigorating that the thrill will last a long time between rides. I refer to it as the poor man’s GT0, the last affordable Ferrari with a great race history that came in both track and street versions. ♦



Hallingby’s 250 LM, s/n 6045

# Buying and Selling in an Unstable Market

Although down from last year, most totals generally reflected a certain degree of stability, especially considering the state of the world's economies

by Jim Pickering

The last few months have undoubtedly been turbulent ones within the market as a whole. Although we've seen both a drop in the number of consignments as well as in final sales totals at most auction locations, many cars still brought relatively solid numbers. In several cases, final sales percentages again generally reflected a certain degree of stability, especially considering the state of the world's economies throughout September, October, and early November.

Auction Analyst Chip Lamb made his way to Fall Carlisle in early October, where 76 of 180 cars sold for a final total of \$1.2m. Carlisle again waived consignment fees for those who signed up early, which helped to provide a broad assortment of cars and certainly helped in maintaining a 40% sales percentage—down only 2% from last year's event.

The Bonhams & Butterfields Vintage New England sale at the Larz Anderson Auto Museum was held on October 4, and as Auction Analyst Don Schoeny noted, a number of no-reserve consignments from Chicago's Museum of Science and Industry helped raise the final total to a solid \$2.7m. Several lots sold here for significant money, including a 1950 Jaguar Mk V drophead coupe at \$152,200, and the high sale of the day, a 1913 National Semi-Racing roadster, which made \$196,200.

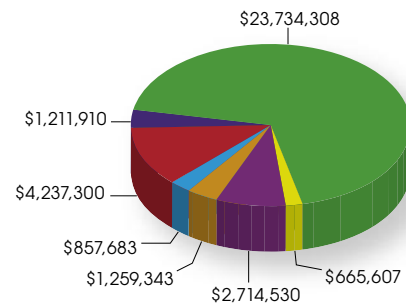
As Auction Analyst Ed Milich noted, motorcycles were the biggest news at the Bonhams & Butterfields California Classic sale at the Petersen Museum on October 25, with 70% of those on offer finding new ownership for \$656,960. Eleven of 21 cars also sold, accounting for another \$602,383, which brought the final total to \$1.3m for 64 of 97 lots. Milich found this to be a buyer's market, and although a number of sellers dropped their reserves at realistic prices, it seemed as if many were still clinging to 2006 valuations, which resulted in a number of this year's no-sales.

RM returned to London for its second annual sale at Battersea Evolution on October 29, where 69 of the 100 lots sold for a combined total of \$23.7m. Although last year saw 78 of 85 cars sell for over \$38m, Auction Analyst Paul Hardiman noted that several Ferraris still brought strong prices this year, including a 1965 250 LM and a 1959 250 GT Tour de France that sold at \$3.6m each. However, both were overshadowed by a 1997 McLaren F1, which was the high sale of the day at just over \$4m (see the English Profile, January '09, p. 42).

The Worldwide Group held its Hilton Head sale in early November, and Auction

## Sales Totals

- Worldwide Group, Hilton Head, SC
- Carlisle Events, Carlisle, PA
- RM Auctions, London, UK
- Silver Auctions, Portland, OR
- Bonhams & Butterfields, Brookline, MA
- Bonhams & Butterfields, Los Angeles, CA
- Silver Auctions, Las Vegas, NV



Analyst Chip Lamb was there to cover the lots as they crossed the block. Final totals fell slightly to \$4.2m from last year's \$4.5m, but after a disappointing sales percentage on sale day, Worldwide's staff worked a number of post-block deals, bringing the final percentage to 60%—still quite a bit below last year's 88% sell-through rate, but not bad considering final totals dropped by only \$300k.

Silver held sales in both Portland and Las Vegas in late September and early October, but in both cases, final totals were well below expectations. Executive Editor Paul Duchene was present in Portland, where the number of consignments fell from 130 in April to 124, and with 44 cars sold, final totals came in at \$665,607—well below April's \$823k result. Auction Analyst Lance Raber traveled to Las Vegas for Silver's October event, where only 39 of 163 sold, totaling \$857k. In both cases, optimistic reserves played a role in sending cars back home with their sellers.

Finally, in his report on recent eBay Motors activity, Geoff Archer found a collection of excellent work trucks—especially if your work involves fording streams, crossing tundra, or mounting a military coup. ♦



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1931 Cadillac V-16	1936 Packard Twelve	1939 Mercedes Benz 290	1953 Nash Healey LeMans	1954 Cunningham C3
1955 Alvis Graber	1958 Facel Vega FV3B	1958 Lancia Aurelia	1960 Mercedes Benz 220SE	1966 Ferrari 275 GTS

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- 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. 1997 McLaren F1 coupe, \$4,058,120—RM, p. 52
2. 1959 Ferrari 250 GT Tour de France coupe, \$3,617,020—RM, p. 56
3. 1964 Ferrari 250 LM sports racer, \$3,617,020—RM, p. 56
4. 1938 Horch 853 Special roadster, \$1,808,510—RM, p. 54
5. 1938 Bugatti Type 57C Atalante coupe, \$1,058,640—RM, p. 54
6. 1966 Ferrari 275 GTB/4 coupe, \$926,310—RM, p. 56
7. 1961 Aston Martin DB4GT Zagato Replica coupe, \$529,320—RM, p. 52
8. 1996 Ferrari F50 coupe, \$511,676—RM, p. 58
9. 1953 Bentley R-type Continental fastback, \$494,032—RM, p. 52
10. 1949 Alfa Romeo 6C 2500 SS Villa d'Este coupe, \$396,990—RM, p. 54



## Best Buys



1. 1964 Ferrari 250 LM sports racer, \$3,617,020—RM, p. 56
2. 1918 Locomobile Model 48-2 Sportif touring, \$161,000—B&B, p. 94
3. 1954 Kaiser-Darrin roadster, \$75,900—WWG, p. 80
4. 1949 Crosley 2-dr wagon, \$4,200—CAR, p. 62
5. 1971 Plymouth Valiant 2-dr hard top, \$2,160—SIL, p. 84

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Classic Cars

# Automobiles of London

RM's Max Girardo introduced each car, after which veteran auctioneer Peter Bainbridge would call the bids as fast as a horse-race commentary



F1, benchmark supercar sold for \$4m

<b>Company</b>	RM Auctions
<b>Date</b>	October 29, 2008
<b>Location</b>	London, England
<b>Auctioneer</b>	Peter Bainbridge
<b>Automotive lots sold / offered</b>	69/100
<b>Sales rate</b>	69%
<b>Sales total</b>	\$23,734,308
<b>High sale</b>	1997 McLaren F1, sold at \$4,058,120
<b>Buyer's premium</b>	10%, included in sold prices (\$1.60 = £1.00)

Report and photos by Paul Hardiman  
*Market opinions in italics*

RM Auctions, in association with Sotheby's, sold 69 cars at this second annual event on a wintry night in Battersea. The Evolution exhibition center sits in the middle of one of London's most celebrated green spaces, and although stylishly dark inside, it proved the ideal venue from which to mount a prestige sale. Star cars were pushed onto a turntable with much razzmatazz, wreathed in clouds of dry ice.

The top seller this year was the last road-spec McLaren F1. As the company's former showroom car with less than 500 km under its belts, it more than doubled its estimate at \$4m. That car needed no help, as the buyer in the room was obviously determined to have it and simply kept going until rival phone bidders fell out. However, other cars were given a kick in the pants via RM's U.S.-style selling methods.

RM European Division boss Max Girardo would introduce each car, then veteran auctioneer Peter Bainbridge would call out the bids as fast as horse-race commentary—and, if bidding stalled, Girardo gave the crowd a quick pep-talk reminding us all why we were there. Brits aren't used to high-pressure selling methods, which are the norm in the U.S., but they responded well, even though it took more than five hours to wind through the catalog.

Ferraris brought some strong prices, including



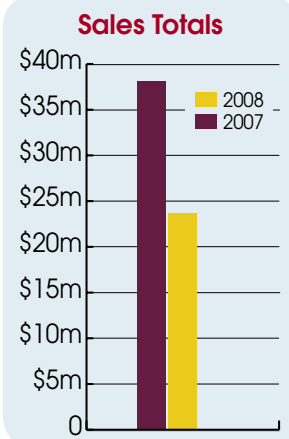
\$3,617,020 each for the 1965 250 LM and the 1959 250 GT Tour de France. However, the 250 California Spyder failed to find a new home at a bid of \$4.2m, despite the best efforts by RM boss Rob Myers. Chris Evans, the buyer of the Cal Spyder RM sold for \$10m at its Ferrari factory sale in May, was seated in the front row, no doubt checking whether the price he paid was a fluke. His car is nicer, and time will make final judgment on that sale.

The ultra-rare 1938 Horch 853 Special Roadster sold for \$1,808,510, which was rather less than expected thanks to an indifferent restoration. The timewarp 1938 Bugatti Type 57C Atalante that had been discovered laid up after 45 years in New York State and still retaining all its original components brought \$1,058,640.

Among the batch of custom cars built by British automotive artist Andy Saunders, the 1958 Ford X2000 replica went for \$66,165, a restored Cord 810 fetched \$158,796, and the roof-chopped 1983 Bentley known as "Mentley Insanne" cost \$29,995. All these cars were in running condition and were bought for peanuts when you factor in the man hours it took to build them.

The other big Bentley, "Jumbo" Goddard's twin-turbocharged 1924 8-Liter, was bid to \$760,000—not quite enough. Vintage thrill fans, that's an 8-Liter six shoehorned into a 3-Liter chassis and fitted with a couple of turbos, equaling 550 hp and 155 mph. It can be yours for \$1m.

RM certainly shakes up the scene with its showmanship and professionalism. If that's what it takes to sell cars in a gloomy market, bring on more. ♦



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ENGLISH

#253-1924 BENTLEY 3/8 LITER roadster. S/N 458. Eng. # 466. Green/green leather. RHD. Odo: 8,924 miles. Dropping big motors into 3-Liters is a fine Brit tradition, and this is one of the most famous Bentley hot rods. Developed in England with twin turbo power by Aussie John "Jumbo" Goddard, this has run 155 mph. Body fair with some small scrapes. Tidy and clean (and packed) underhood, well



stocked dash in good condition, seat leather beginning to perish. Cond: 3+. **NOT SOLD AT \$761,900.** This bid was probably about \$100k short of what would have bought it. Last sold to a buyer in Germany in 2006 by marque specialist Stanley Mann. It has been on the market a couple of times recently, but this is probably the wrong climate in which to try to sell a complicated beast that's eligible for very little. And might kill you.

#226-1924 ROLLS-ROYCE SILVER GHOST Torpedo tourer. S/N 2AU. Dark green/black/dark green leather. RHD. Odo: 45,047 km. Coachwork by Million-Guiet. Famously, Ettore Bugatti's Ghost. Older restoration by Chapron still shiny, excellent radiator surround and Grebels fitted, some brackets



overchromed. Light cracking to timber dash and running boards. Cond: 2. **SOLD AT \$388,168.** More recently owned by former F1 driver and old-car fans Maurice Trintignant and Jean Alesi. Sold for Trintignant by Christie's, Geneva, in March '69 for \$49,447 (SCM# 12984). Finally reached the top bid after a pep talk from Max Girardo at \$336k.

#237-1932 ROLLS-ROYCE 20/25 Three-Position drophead coupe. S/N GHW45. Eng. # P7V. Black/black cloth/brown leather. RHD. Odo: 63,000 km. Coachwork by J. Gurney Nutting. Built on LWB chassis, louvered hood from new. Engine rebuilt in '74, in U.S. ownership until '93, joined Rosso Bianco Collection in '94. Added overdrive. Older restoration exhibits acceptable wear to paint and chrome,



wood and leather good, clean engine bay shows chipped paint to components. Ace wheel discs dimple-free, minimal door drop when opened. Cond: 2+. **SOLD AT \$273,482.** Sold well over the \$213k low estimate. Previously sold at Bonhams London in December '06 at \$160,000, then \$20k over its estimate (SCM# 43860). Attractive, stylish, and spot-on always means top money.

**TOP 10 No. 9** #227-1953 BENTLEY R-TYPE Continental fastback. S/N BC22B. Eng. # BCB21. Black/brown leather. RHD. Odo: 31,583 miles. Coachwork by H.J. Mulliner. Flawless older repaint over incredibly straight body—and it's aluminum. Timber and leather very good. If we're going to nitpick, a



couple of splash plates underneath are slightly misaligned. Cond: 1-. **SOLD AT \$494,032.** Sold for about the same price as six '49 Caddys, the car its styling was copied from. As with many cars at this sale, it achieved about 75% of estimate, meaning the price was spot-on.

#296-1959 ASTON MARTIN DB4 Prototype coupe. S/N DB4109R. Eng. # 370PP106. Dark blue metallic/tan leather. RHD. Odo: 96,633 miles. One of five cars with a prototype engine for fuel injection development. Straight, clean, and tidy, sill closing panels a bit bent. Some dirt and wear



to generally well-fitted interior. No leaks from engine, which has "AM" insignias on cam covers and homemade-looking fan shroud. Cond: 2+. **SOLD AT \$207,317.** Not quite as nice as the other DB4 in the sale at \$50k less, but more interesting and with a better history. With upgraded disc brakes this would be perfectly usable, so the difference in price stands up.

#272-1961 ASTON MARTIN DB4 Series II coupe. S/N DB4529R. Silver/black leather. RHD. Odo: 2,164 miles. Body good, silver paint just two years old and still showing very well throughout. Factory replacement motor



from 1972 tidy with no leaks, black leather cracking inside. Offered with tools and history. Cond: 2. **SOLD AT \$158,796.** This was one of the few cars offered at this sale to reach its estimate range, but it was still priced right. Well bought and sold.

**TOP 10 No. 7** #250-1961 ASTON MARTIN DB4GT Zagato Replica coupe. S/N DB4483R. Metallic green/black leather. RHD. Odo: 87,402 miles. Sort of "unofficial" cousin of the four Sanction II cars, constructed after the event by Sanction II builder Mario Galbiati. Brand new with perfect detailing throughout.



Cond: 1-. **SOLD AT \$529,320.** The four Sanction II cars were listed at £750,000 (about \$1.3m) when completed in the early '90s, or about half what one of the 19 originals would have cost then. This looked like a relative bargain at about half that number and way under the current price of a real DB4GT—not to mention being some distance behind the \$799k low estimate. See the profile, p. 38.

**TOP 10 No. 1** #275-1997 MCLAREN F1 coupe. S/N 065. Silver/black & red leather & carbon fiber. Odo: 484 km. The last example built and sold of what many consider to be the best supercar ever. Practically as-new—sold from the showroom in 2004 and hardly driven since. No scuffs or scrapes, floorpan smooth and glossy, transmission tunnel signed by its designer, Gordon Murray.



**1967 Bizzarini 5300 GT AMERICA**

1 of 11, Fiber Glass Body  
Full restoration completed in  
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# Our Cars

## 1978 Lincoln Continental Mk V Diamond Jubilee Edition



**Owner:** B. Mitchell Carlson, Senior Auction Analyst  
**Purchase date:** June 2001  
**Purchase price:** \$10,000  
**Mileage since purchase:** 12,000  
**Recent work:** Replaced both power door lock solenoids; lube, oil, and filter.

This is the fourth late-1970s big-sled Lincoln I've owned, and it is far and away the best.

It is also a classic example of buying what you liked in high school. Yup, while my classmates were cutting their teeth on \$2,000 rusted-out, beat-up muscle cars that now sell for \$50,000, along with putting Trans-Am, Ferrari 308, or Farah Fawcett posters on their walls, I had a jones for the Mk V. I've wanted a Diamond Jubilee model in gold ever since a family trip to Dearborn in 1978, where one was on display at the Ford Visitor's Center.

When I sold my 1974 Mk IV for a profit in 2001, I sought out a car with 30,000 to 50,000 miles—not so few as to be a trailer queen, but not so many so that it was a worn-out driver. I ended up buying this car from the proverbial little old lady in Clay Center, Nebraska. It had the optional 460 V8 and moonroof, same as the car I lusted for when new. While it was a 26,000-mile original, the owner neglected to mention that she lived on a dirt road. As a result, I've been cleaning and detailing the car ever since.

Five years ago, I drove it to Dearborn to take part in the 50th anniversary meet of the Lincoln Continental Owner's Club and the centenary of Ford Motor Company. This year, I ended up at the Lincoln Continental Midwest National Meet in Duluth, Minnesota.

I entered the club's first driving tour in over 50 years, and "Goldie" was the first car to win Best of Show for the newly formed Original / Touring class, scoring 98.16 out of 100 points.

As an advocate of keeping cars original and driving them, I consider this one a win-win scenario. And it gets 16 mpg to boot. ♦

Comes with big service history, tool kit, and luggage. Unrepeatable. Cond: 1. **SOLD AT \$4,058,120.** This car brought about twice what was expected and set a new world record for the F1. One man in the room kept raising his stake against telephone bids until he owned this car. Determined and heroic stuff, but perhaps he could see the future. See the English Profile, January '09, p. 42.

### FRENCH

**TOP 10 No. 5** #221-1938 BUGATTI TYPE 57C Atalante coupe. S/N 57766. Eng. # C57. Primrose & black/brown leather. RHD. Odo: 13,633 km. Completely original and sensitively cleaned up after recently appearing from 45 years of storage (although bodies were swapped very early in its life). Paint now cracking, glass delaminated, some corrosion to radiator surround. Blanking plates to rear where different taillights have been fitted and removed, two lenses missing, seat leather beginning to



crack and tear. Cond: 4. **SOLD AT \$1,058,640.** Last sold at \$852,500, double its high estimate, in "as-discovered" condition at Christie's Greenwich, CT, auction in June '07 (SCM# 45538). This is a true original still on '62 NY plates and possibly unique, so it's no surprise it bid up to the generous estimate. As they say, cars are only original once, and restoration can only devalue it—although the clean-up here seems to have added \$200k. Possibly only worth more if it had been a roll-top, or if body and chassis had come out of the works together.

### GERMAN

**TOP 10 No. 4** #246-1938 HORCH 853 Special roadster. S/N 854268. Eng. # 850632. Metallic blue/gray canvas/black vinyl. Odo: 2,869 km. Coachwork by Erdmann & Rossi. Said to be one of three surviving second-series cars. Shiny and complete but has suffered from poor restoration during which time some of the body has been made non-original and some



of the instruments are incorrect. Fenders rippled and creased in places, paint prep rushed, seat retrim lumpy, one window winder has fallen off, and the adjustable wrench left on floor doesn't do much for confidence. Cond: 3+. **SOLD AT \$1,808,510.** This was estimated to make up to

\$4m as a cheaper alternative to a 540K Special Roadster, but I can see why buyers held back, as it probably needed \$400k to make it perfect again. That said, it will be lovely when it's done.

### ITALIAN

#261-1947 LANCIA APRILIA 4-dr sedan. S/N 2342267. Eng. # 23512. Black/red leather. RHD. Odo: 14,916 km. Unusually for an Aprilia, this appears to have no rot in structure at all. Tidy inside and out, dash very appealing, brightwork



all good. Discreet indicators under bumpers. Cond: 3+. **SOLD AT \$26,466.** Actually an export model, but sold into Italy from new and in long-term ownership since. If anything, this price was slightly on the low side for one of these exquisite small sedans. Well bought.

**TOP 10 No. 10** #214-1949 ALFA ROMEO 6C 2500 SS Villa d'Este coupe. S/N 915882. Eng. # 928190. Dark blue/gray leather. RHD. Odo: 54,640 km. Coachwork by Touring. One of 31 coupes, this with no front bumper, false air slots, and built-in Marchal driving lamps. Originally a show car. Meticulously re



stored in Japan in the '90s and still in excellent shape. Dash perfect, seat leather good, super clean underhood despite having run a California Mille. Cond: 2. **SOLD AT \$396,990.** Sold about \$100k below the \$500k lower estimate, and not out of order for one of the nicest 2500 SSs you'll find. Both sides should be happy with this.

#266-1954 LANCIA B24 Spyder America spyder. S/N B241045. Eng. # B241149. Red/tan leather. RHD. Odo: 29,014 km. Very good body, paint, and interior over original gray with red leather. Repaired and rechromed bumpers, nice trim and glass. Nice but not perfect, and that makes it usable. Cond: 2. **SOLD AT \$291,126.** How bizarre. They make 59 right-handers, and then two come along at once in identical colors and trim. This was much

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1965 Alfa Romeo TZ1 Zagato



1979 BMW M1



2006 Spyker C8 Spyder



1966 Austin Healey MK III BJ8 Roadster



1969 Mercedes-Benz 280 SL Roadster



1963 Maserati 3500 GTI Vignale Spyder



1962 Bentley S2 Standard Saloon

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cheaper than the \$420,750 achieved by H&H last month in Sparkford for chassis 1045, but that was a concours car that looked just out of restoration. Well bought and sold.

**TOP 10 No. 2** #235-1959 **FERRARI 250 GT Tour de France coupe.** S/N 1385GT. Eng. # 1385GT. Red & silver/black leather. Odo: 50,544 km. Coachwork by Scaglietti. The 69th of 72 cars built with race and concours history. Originally sold to Italy, in U.S. from the late '60s to 1984, then sold for \$464,500 to Switzerland by Christie's Pebble Beach in '97. Perfect body and interior following second restoration in '05 and '06. Ferrari Classiche



Certificate and concours class winner at Ferrari's 60th anniversary celebrations at Maranello in 2007. Cond: 1. **SOLD AT \$3,617,020.** Sold after protracted agonizing between two rival bidders, followed by heavy squeezing from the principal. Just when it looked as though it was finally sold at \$3.2m, one bidder went another \$80k and that was that. RM pedaled very hard to get this one done, but the company finally got the job done at about the right price.

#224-1959 **FERRARI 250 GT SWB Competizione Replica coupe.** S/N 1345GT. Yellow/black leather. Odo: 59,793 km. Completed in 1992 but little used due to death of commissioning owner. Very good in appearance,



mildly rough around the edges as per original. Recent new trim by Luppi includes alternative driver's seat for, er, alternative drivers. Cond: 1. **SOLD AT \$299,948.** Another (damaged) 250 GTE bites the dust... Bidding started at \$160k and rose quickly to top out at \$272k, rather behind the ambitious \$444k estimate.

#274-1963 **FERRARI 250 GT SWB California spyder.** S/N 250GT4121. Red/black leather. Odo: 18,592 km. Coachwork by Scaglietti. Body generally good, as is Ford



Dark Red paint (a previous owner's preference), apart from small chip in the left front wheelarch and drilled holes in back panel from old numberplate. Rechromed bumpers ripply, grille surround lightly dinged. Black leather just wearing in. With original hard top (and cracking window rubbers). Fresh stainless exhaust and Borrani fitted. Cond: 1-. **NOT SOLD AT \$4,210,500.** Very interesting, this one, and quite handsome with the factory hard top. When the sale finally stalled, Rob Myers personally took to the phone to try and work out the deal. This price was very close, but it was not quite there, and the car returned to its seller.

**TOP 10 No. 3 BEST BUY** #257-1964 **FERRARI 250 LM sports racer.** S/N 6173. Eng. # 6173. Red/gray. RHD. Former Targa Florio class winner. Good lightly-used appearance but in finest Ferrari tradition, not all of it is quite symmetrical, including front light surrounds and rear body fit. Was on wires, now wider alloys. Non-original big mirrors fitted. Cond: 2+. **SOLD AT \$3,617,020.** Has been in Switzerland and the U.S., where it was heavily damaged in the early '70s. In single ownership



for 25 years before being sold for \$2.1m by RM at Amelia Island in 2000, wrecked again and repaired in 2004. Sold for a gnat's hair under estimate, and with lesser history and several rebuilds, significantly cheaper than 5845 that sold at Maranello for \$6,979,225 earlier this year (SCM# 116810). They don't appear on the market very often, so this was snapped up as something of a bargain. See the profile, p. 46.

#219-1965 **LAMBORGHINI 350 GT coupe.** S/N N0262. Eng. # 180013. Silver/blue leather. Odo: 19,555 km. Illustrious list of previous owners includes historic racer Anthony MacLean, Aston Martin chairman Victor Gauntlett, and collector Simon Draper. Good straight body claimed never cut or welded, bare-metal repaint in 1995 holding up well. Leather good, very tidy underhood, recent stainless exhaust. Borrani unblemished. Scratched side windows the only cosmetic issue. Cond: 2+. **SOLD AT \$189,673.** Plenty of 350s and 400s have come out of the woodwork in U.K. auctions recently, but this was a particularly nice and usable one. There are cheaper out there, but this price looked fair, comparing well to



the \$200k Bonhams made for a #1- RHD 400 GT at its Revival sale a few weeks previously (SCM# 117837) and a #2 400 GT at \$178k at the Festival of Speed a few weeks before that (SCM# 117196).

**TOP 10 No. 6** #247-1966 **FERRARI 275 GTB/4 coupe.** S/N 9803. Eng. # 9803. Silver/tan leather. Odo: 40,669 km. Low mileage and three owners from new. Very original, although painted a white back. Small paint imperfections include crazing to roof, rear bumper



dinged, seats worn and discolored. Slight oil weeps from motor, chassis and new exhaust look OK. Cond: 3+. **SOLD AT \$926,310.** So they're still rising. A number of these have become million-dollar cars this year, and even though this example had some light cosmetic needs, its price fell in with the predictable curve. Well bought and sold.

#231-1971 **FERRARI 365 GTB/4 Daytona coupe.** S/N 14347. Red/black leather. Odo: 63,833 miles. Fair appearance with small tear in dash, seat leather beginning to crack, and some soiling to carpets. Mismatched front indicator



lenses. Still on eight-inch rear wheels. Cond: 3+. **SOLD AT \$211,728.** An average price for an average Daytona. However, it was said to drive perfectly and recently went from London to Le Mans and back without incident, so I'd instead call this a fair price for the end user.

#211-1984 **FERRARI 512 BBi coupe.** S/N 047865. Black/tan leather. Odo: 18,346 km. Tidy and clean inside and out, condition commensurate with low recorded kilometers. No obvious issues, just had cam belt service. Black a nice change from the more often seen red. Cond: 2. **SOLD AT \$114,686.** There are a couple of carburetor-equipped models floating about the

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U.K. market right now at gradually reducing prices, but this had them beat on color, condition, kilometers, and value. Fairly bought.

**TOP 10 No. 8** #244-1996 **FERRARI F50** coupe. S/N 105193. Red/carbon fiber & black leather. Number 148 of 349, almost like new with correct carbon weave visible though paint. Unscuffed body, no leaks, dash top unbleached. In Monaco until 2002, when



imported to the U.K. Cond: 1. **SOLD AT \$511,676.** Sold on the telephone very close to the \$533 bottom estimate after not selling at RM's Maranello sale in May '08 for \$696,375 (SCM# 116797). F50s have been hovering around this price for about five years now, and there are plenty on the market. A decent deal for both parties. See the profile, p. 34.

**AMERICAN**

#254-1918 **CHANDLER-CURTISS SPECIAL** racer. S/N 1415. Black/brown leather. RHD. Heroic hybrid racer with Argentine period race history and splendid patina, though no knowing for sure how long it's been there. Ermanno Blanchiardi conceived it, and it still has his name stamped in the bell-housing. Well worn and stained leather, brass



headlights well rubbed but delightful in appearance. Evidence of participation in vintage events, amusing array of maintenance tools attached to bulkhead along with modern extinguisher. Cond: 3. **SOLD AT \$308,770.** This

price shows why so many Brits build their own aero-powered, underbraked bedsteads—but this was original (although the signwriting, artfully part rubbed out, was in a mysteriously modern-looking computer font). At least \$50k of the price is in the OX-5 aero engine.

#290-1936 **CORD 810** convertible. S/N 2260F. Cream/maroon leather. Odo: 75,420 miles. A barn find restored in the late '90s. Body straight, deep gouges in paint around rear deck lid. Dash perfect, interior very nice and still with



Bakelite compass. Engine bay clean, dry, and tidy, although not 100% concours and wouldn't start on the day. Cond: 1-. **SOLD AT \$158,796.** Bought for \$39,100 at Christie's auction in Tarrytown in 1996, then rated at 4- condition (SCM #5207). A few cosmetic flaws were noted here, but this still sold on the money.

#209-1953 **CADILLAC SERIES 62** convertible limousine. S/N 5562377947. Black/Plexiglas/black leather. 331-ci V8, 4-bbl, auto. Originally supplied to The Royal House of Belgium. Fitted with a removable Plexiglas roof and used for wedding of Prince Albert II and the Princess Paola, plus the King and Queen Fabiola. Mechanically restored, paint tired, interior original with little wear. Cond: 3. **SOLD AT \$31,759.** "£20k?... £10k?... for goodness'



sake..." Not much enthusiasm for this no-reserve lot, but Bainbridge got some bids starting at \$16k and topping out at \$28,800. A massive, sudden reevaluation from \$150k bottom estimate though, showing that buyers are always wary of "weirdies." Last sold by Christie's in Paris in February '03 in non-running condition for \$67,257 (SCM# 30374). Either way, the price for the 62 convertible underneath looks like a bargain.

#289-1958 **FORD X2000e** Replica coupe. S/N 2ABX6HX500012. Silver/white & gray vinyl. Odo: 4,000 miles. 352-ci V8, 4-bbl, auto. Andy Saunders-built recreation of the 1958 X2000 show car, starting with one photograph and a '62 Mercury Monterey. Many features are dummies, but construction is good. Some



rust in roof frame and slight pitting to rear chrome, front chrome nice, one bit of taillight trim missing. Cond: 2. **SOLD AT \$66,165.** Utterly barking, but the nearest you'll get to the real thing. Saunders doesn't mess around, he just gets on and builds them, and like all his cars, this drives. As Jeremy Clarkson said on Top Gear: "A multi-billion dollar motor industry showcase and the most eye-catching car at Earls Court all this week was made in a shed by a bloke from Dorset!"

#270-1968 **FORD MUSTANG GT** fastback. S/N 8F02S134729. Gray & black/black vinyl. Odo: 18,071 miles. 390-ci V8, 4-bbl, 4-sp. Apparently as-original—VIN decodes as a Dearborn-built '68 Fastback with a 390.



Straight body, tidy older repaint, unmarked interior. Fitted with Hurst shifter and Torq-Thrust wheels on BF Goodrich radials. Imported from Texas in 2006. Cond: 2. **SOLD AT \$48,521.** Big money in the U.K. for a post-'66 car. Desirable specs and fundamentally original condition meant this was one for the serious collector. Well sold.

#222-1969 **FORD MUSTANG Boss 429** fastback. S/N 9F02Z198808. Black/black vinyl. Odo: 50,481 miles. 429-ci V8, 4-bbl, 4-sp. Kar Kraft number 1975, well-known car imported into U.K. in 1998. Good and stock apart from window tints and older repaint. Still



on original Magnum 500s. Interior as good as you could expect for a '69, with extra oil gauge added. Good floorpans and exhaust, desmogged motor clean and dry. Cond: 2+. **SOLD AT \$141,152.** This took a while to get going at \$96k after encouragement from both auctioneers, and it was beaten up to this respectable figure. A decent deal... it's not like there are many in the U.K. ♦

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# Fall Carlisle 2008

“All-Original Hour” included a 1956 Studebaker Skyhawk with a 1956 pack of Lucky Strikes under the seat and under 3,000 original miles on the clock



*I'll take my Skyhawk as original as they come, at just \$44k*

<b>Company</b>	Carlisle Auctions
<b>Date</b>	October 3-4, 2008
<b>Location</b>	Carlisle, Pennsylvania
<b>Auctioneer</b>	Jeffrey Knosp & Brent Earlywine
<b>Automotive lots sold / offered</b>	76/180
<b>Sales rate</b>	40%
<b>Sales total</b>	\$1,211,910
<b>High sale</b>	1963 Chevrolet Bel Air 2-dr sedan, sold at \$64,313
<b>Buyer's premium</b>	5%, included in sold prices

Report and photos by Chip Lamb  
*Market opinions in italics*



In early October, Carlisle's season-ending fall mega swapmeet and auction finished its third successful year despite an increasingly hostile economy outside the gates.

A few sprinkles were present throughout the weekend, but the rain largely held off and the weather was cool and calm as people from all over the country filed into the Harrisburg area for this and the following week's Hershey events.

The Fall Carlisle auction scene kicked off with free consignments for those who signed up early. Carlisle's organizers have steadfastly held to this incentive to bring a variety of cars to fall and spring sales, as well as the Corvettes at Carlisle auction in August.

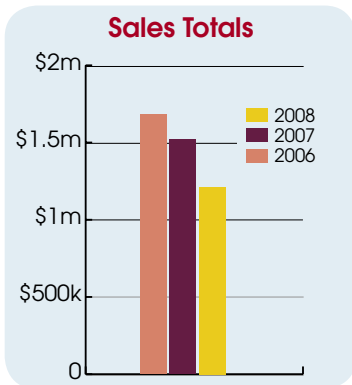
Although a free consignment is not a prime consignment and just one is available per person or dealer, this program has proven to have no impact on the quality of vehicles against paid, primetime, and late-entry consignments. It also indisputably increases the number of auction cars that might not otherwise have left the consignor's garage or car corral across the street.

This year's high sale went to a 1963 Chevrolet Bel Air two-door sedan at \$64,313. Fitted with a 409-ci V8 and a 4-speed manual, it was claimed to have matching numbers and was in good overall condition throughout.

A number of other high-profile vehicles were also present, including almost 20 Corvettes that ranged from a driver-quality 1954 model that failed to sell at \$50k to a rare yellow 1986 Indianapolis Pace Car convertible bid to an insufficient \$15k. An out-of-the-wrapper first-year ZR-1 originally delivered to the GM Tech Center in Warren, Michigan, was also part of the group, but it didn't find a new owner at its \$19k bid.

The latter 'Vette in that assortment was part of a new Friday night primetime "All-Original Hour," which featured absolutely unrestored and in some cases extraordinarily rare examples of cars not often seen in any condition. Leading off the list was a 1957 Ford Fairlane retractable hard top with under 30,000 miles, and one of the most notable of the bunch was a 1956 Studebaker Skyhawk with a 1956 pack of Lucky Strikes under the seat and less than 3,000 original miles. After much interest on the block, both of these American motoring icons sold to a prominent North Carolina collection after spending 50 years in central Pennsylvania storage—the Fairlane at \$54,600, and the Studebaker at \$44,100.

Last year's Fall Carlisle event sold 91 of 217 cars for a final total of just over \$1.5m, as compared to this year's 76 of 180 for 1.2m—or a difference of just over \$300k. Although consignments were down this year (despite the free consignment program), the final percentage here dropped only 2% from last year's 42%, and in this market, that's pretty respectable. ♦



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**ENGLISH**

#F60-1988 BENTLEY MULSASSE S 4-dr sedan. S/N SCBZS02B6JCX23256. White/ maroon leather. Odo: 24,596 miles. Original white paint and body commensurate with miles traveled. Chrome and brightwork free of major defects, leather and wood similar. Mismatched Sears Michelin and Sigma rubber on unmarked factory alloys. Engine bay slathered in Armor-



All but appears not to hide anything short of some recent light maintenance. Cond: 2-. **SOLD AT \$14,175.** Last seen at Kruse Fort Lauderdale in January '08, where it sold at \$22,680 (SCM# 48248). Both the consignor and the new owner struggled to start and then keep this car running, and its exceptionally low miles suggested some sort of fault with electronics or fuel system. Assuming the poor running condition was the extent of the car's immediate faults, this was a solidly good buy with such low miles on the clock.

**GERMAN**

#S179-1983 PORSCHE 911 SC coupe. S/N WPOAA0918DS121477. Guards Red/black leather. Odo: 75,137 miles. Fresh repaint to original steel, body kit of unknown origin attempts to make this look similar to a 996. Twin exhaust outlets fit tight under fiberglass bumper openings. Very strange looking rear ducktail/whaletail spoiler on rear lid. Heavily customized but nicely executed interior uses high-quality materials as well as select interior



parts from a newer Porsche. Cond: 2-. **NOT SOLD AT \$19,000.** This run-of-the-mill 1983 911SC looked somewhat like a newer car, and even up close, it would have left some Porsche enthusiasts unsure. However, the body kit was not of the highest quality, and the integrated lamps and details were rather cheap in appearance. The exquisitely done interior would have been nice to have in a less-modified car, and perhaps even enhanced its value somewhat. That said, it's still an '83 911SC, and the high bid was enough.

**AMERICAN**

**BEST BUY** #F115-1949 CROSLLEY 2-dr wagon. S/N CC40982. White & light brown vinyl. Odo: 19,727 miles. Likely all-original example. Paint appears barn-fresh, chrome and limited brightwork mostly pitted and distressed. Weatherstripping petrified along with window channel, passenger's door window cracked from top to bottom. Gas cap missing,



filler neck taped over, original interior lightly distressed. Cobra engine replaced with cast alloy unit and fitted with accessory oil filter. Cond: 4+. **SOLD AT \$4,200.** Leaving this as-is would make it more distinctive than restoring it. There was no accompanying documentation short of a reproduction service manual, and it sold below what it might bring with a bit more marketing and some very minor cosmetics. Well bought.

#F74-1956 DESOTO FIREDOME Seville 2-dr hard top. S/N 64034018. White & rose/rose/black vinyl & white cloth. Odo: 94,080 miles. 331-ci V8, 2-bbl, auto. Older cosmetic restoration still holding up, paint and body gaps to a high standard, glass intact without delamination. Chrome mostly good, brightwork



shows diecast pitting forward of vent windows. Interior appears completely original and very presentable aside from cracking steering wheel. Engine bay dusty but clean, with original Firedome V8 engine. Cond: 3+. **SOLD AT \$22,050.** Highly optioned including steering wheel-mounted clock and radio, this DeSoto sold on the money or slightly below given the market's interest in Mopars of this vintage.

#F98-1956 STUDEBAKER PRESIDENT Sky Hawk coupe. S/N 7181450. Black & white/white vinyl & black cloth. Odo: 2,828 miles. 289-ci V8, 4-bbl, 3-sp. Original paint and body throughout, a few light chips and scuffs on and around driver's door. Chrome and brightwork to factory specifications without polish marks. Weatherstripping supple, upholstery covered from new by plastic covers. Steering wheel, dashboard, carpets, and trunk as



built. 289 V8 crusty and showing sloppy paint, but is absolutely untouched since leaving South Bend. Half-smoked pack of Lucky Strikes with a 1955 Pennsylvania tax stamp found under the seat. Cond: 2. **SOLD AT \$44,100.** A surprising number of Hawks have been restored over the years, and this was the hidden-away reference car to challenge many an over-tarted engine compartment. The caps placed over the valve covers prior to painting the engine at the factory were obvious, since blue paint spatter was all over the edges of these and in other places it shouldn't have been. Well bought and sold even if it's way outside all known price guides.

#F88-1957 FORD FAIRLANE Skyliner retractable hard top. S/N C7EW246521. White & gray/gray/white vinyl & red cloth. Odo: 22,983 miles. 312-ci V8, 4-bbl, auto. Amazing original car with some light chips and scratches throughout. Chrome may be redone but brightwork appears original. Top works and was made to operate with little effort after long storage. Interior all original



and near-mint throughout. Engine clean and unrestored, Ziebart applied underhood years ago. Cond: 3+. **SOLD AT \$54,600.** One of two exceptional cars sold during the "All-Original Hour," and both examples went to the same happy home. While not without flaws, this was pristine enough that it should remain as it was presented, especially since the mechanicals were so strong. Well bought.

#S158-1959 CHEVROLET EL CAMINO pickup. S/N H59B149176. Red & white/red & white vinyl. Odo: 21,492 miles. 283-ci V8, 4-bbl, 3-sp. Bodywork somewhat wavy under heavy respray with a bit too much orange peel. Later rally wheels incorrect as are wide white radials. Chrome bumpers likely unrestored and pitted, brightwork around rear bed dinged. Interior tidy but for speaker cutouts behind seats. Rattle



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can-applied engine paint grubby, unusual correct generator and power steering unit present. Cond: 3. **SOLD AT \$20,213.** *While an eye catcher, this was at best a good promotional piece for your truck dealership or nursing school. The whole car lacked, and the sale price was no surprise from either side. A fair deal.*

#F45-1961 AMC RAMBLER American Deluxe 4-dr sedan. S/N B330099. Yellow/white/gray cloth. Odo: 49,641 miles. Original paint, body straight but shows some signs of rust in rockers and quarter panels. Slight bubbles, chips, and light warts throughout, paint thinnest on top. Chrome and brightwork



original and very presentable. Interior tidy and also completely original, with signs of wear on trim over left rear wheel well next to back seat. Engine bay crusty but clean and complete. Cond: 3. **SOLD AT \$1,785.** *There's nothing to do with this car but preserve, drive, and enjoy. Well bought and surprisingly unseen the following weekend at Hershey's car corral.*

#F93-1963 CHEVROLET CORVAIR Monza coupe. S/N 30927W212948. Ember Red/black vinyl. Odo: 3,033 miles. Amazing original paint showing only very light scratches. Chrome and brightwork near-mint throughout.



Beautiful interior extends to all details including fragile steering wheel and dashboard. Engine compartment clean and shows recent maintenance. Cond: 2. **SOLD AT \$18,375.** *While not a four-door car, the gen one bodystyle and automatic transmission still make this an unusual but not especially desirable example of Ralph Nader's nemesis-mobile. However, it's got to be one of the last like it, so just like the final bid, this was likely unrepeatable.*

#S190-1963 CHEVROLET BELAIR 2-dr sedan. S/N 31611L236137. Ermine White/blue vinyl & cloth. Odo: 39,324 miles. 409-ci V8, 2x4-bbl, 4-sp. Excellent if slightly older white paint over claimed all-original sheetmetal, body gaps to factory specs. Chrome better than new, some original brightwork lightly dinged.



Interior nice but cloth inserts incorrect, trunk correctly restored. Underhood tidy, chrome dual-quad air cleaner pitted, alternator looks like a parts-store replacement. Cond: 2-. **SOLD AT \$64,313.** *This matching-numbers stoplight dragster was the high sale. But for the seat inserts, he car was tidy throughout and likely just suffered from having been restored before the plethora of original reproduction materials hit the market. A fair price for both parties.*

#F84-1964 GRIFFITH 200 Prototype coupe. S/N 2004000. White/brown vinyl. Odo: 9,860 miles. 289-ci V8, 2x4-bbl, 4-sp. Older repaint or retouched original shows cracking and issues over damaged fiberglass. Rear of car hit at one point, may have some relation to the rear window looking as though it was about to pop out of the body. Interior possibly original,



aside from 1980s cassette radio, aircraft safety belts definitely original. Cond: 4+. **NOT SOLD AT \$32,000.** *While signed by Carroll Shelby and verified by Griffith expert Mike Mooney to be the first prototype model 200, this particular car had suffered from years of abuse and neglect. The Griffith was a capable car from a power-to-weight standpoint, but would a full restoration have been realistic above the high bid? Nobody else thought so either.*

#S157-1965 PONTIAC GTO 2-dr hard top. S/N 237375P160758. Light blue metallic/blue vinyl. Odo: 56,618 miles. 389-ci V8, 3x2-bbl, auto. Recent restoration with PHS documentation claimed. Minor door gap issues, chrome and brightwork uniform, wind



shield surround trim slightly dull around new repro glass. Interior redone and crisp, vintage "Motor-Minder" vacuum gauge mounted in knee-knocker position beneath dash. Engine bay detail mostly correct, although modern Delco battery and incorrect air cleaner elements are fitted. Cond: 2. **SOLD AT \$22,575.** *A nice piece in a field of also-ran examples, and it sold at a price under the level at which others cars failed to sell. Well bought.*

#F95-1968 PLYMOUTH ROAD RUNNER 2-dr sedan. S/N RM21H8G219945. Yellow/black vinyl. Odo: 61,989 miles. 383-ci V8, 4-bbl, auto. All-original yellow paint still brilliant throughout, original hand-painted gray or black pinstripe buffed down to the bottom brush-stroke. Original chrome bumpers and stainless showing no issues. Seats and door



panels nice, crisp instruments and wood steering wheel. Spartan trunk compartment. Engine bay clean and not overly-detailed, some original decals survive. Cond: 2+. **SOLD AT \$38,850.** *Sold by the original owner to the consignee some years ago during a period of ill health, and the documentation accompanying this poverty-cap-equipped car was as bulletproof as one might think. Bloomington Survivor-style cars command fine-art prices relative to used-up examples, and as such, the price paid here was more than fair for both parties.*

#S240-1971 OLDSMOBILE 442 W-30 2-dr hard top. S/N 344871M113679. Black & gold/black vinyl/black vinyl. Odo: 93,207 miles. 455-ci V8, 4-bbl, auto. Original Sable Brown paint nearly undetectable under high-quality black repaint. Door and hood adjustments way off, questionable repairs under front edge of hood. Good chrome and brightwork,



vinyl roof correct but slightly lumpy. Interior appears mostly original with dual gate shifter, factory a/c, and presentable seats and carpets. Engine bay restored beyond driver standards. Cond: 2-. **SOLD AT \$42,000.** *At ten or 15 feet, this looked like a real deal, but I would have liked to see more documentation to support both the 442 and W-30 equipment. Very well sold in this market. ♦*



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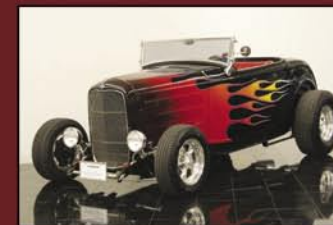
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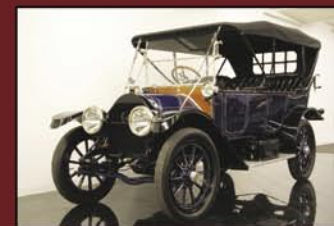
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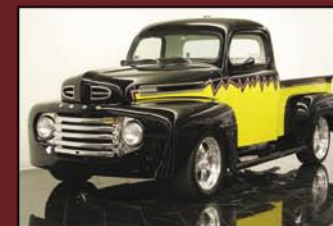
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# California Classic at the Petersen Museum

This was a buyer's market. Smart sellers dropped reserves, but many others defiantly sought 2007 prices—with predictable results



Two-wheeled machines predominated in L.A.

<b>Company</b>	Bonhams & Butterfields
<b>Date</b>	October 25, 2008
<b>Location</b>	Los Angeles, California
<b>Auctioneer</b>	Malcolm Barber
<b>Auto &amp; Bike lots sold / offered</b>	64/97
<b>Sales rate</b>	66%
<b>Sales total</b>	\$1,259,343
<b>High sale</b>	1968 Shelby GT500, sold at \$161,000
<b>Buyer's premium</b>	17% on the first \$100,000, 10% thereafter, included in sold prices

Report by Ed Millich, photos by Alice Sexton  
*Market opinions in italics*

You'd think that the vehicle-obsessed backdrop of the Petersen Automotive Museum would be the perfect setting to generate frenzied, inspired bids for collector vehicles, but at this sale in October, you'd have been disappointed.

The stock market uncertainty cast a pall over the auction, and while affordable memorabilia sales were brisk, many vehicle lots either went for a song or remained unsold. Even though the overall sales rate appeared to be a healthy 79%, the auction rate for the 97 vehicles present (21 cars, 76 motorcycles) was around 66%.

Items from the Von Dutch and Steve McQueen estates generated some early buzz, and most memorabilia lots ended up in the three- and low four-figure range, providing an affordable way for auction fans to capture a piece of McQueen's legacy.

This year's offerings included McQueen's marriage announcement, several firearms, and personal documents. Many attendees took advantage of the opportunity for a photo with their new McQueen item alongside Ms. McQueen Toffel, who also promoted her CD, book, and live performance. However, as the day wore on, the crowd thinned, suggesting that the McQueen estate may have simply run out of steam.

Similarly, the sole Von Dutch-related offering this year was an uninspired 1967 Triumph TR5C with lumpy, faded

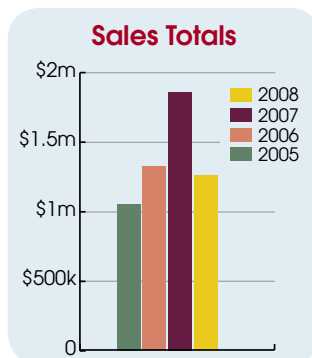
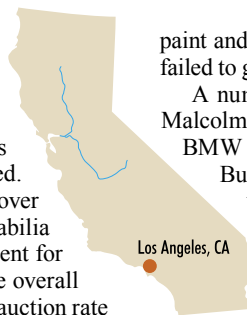
paint and butterfly decals (even Von Dutch didn't produce visionary work *every* day). It failed to generate even a \$3,000 opening bid but was sold post-block for a correct \$5,850.

A number of garden variety Harley-Davidsons went for around \$5,000 each, with Malcolm Barber working hard to motivate the auction audience. A 62,000-mile 1987 BMW R65 sold at a not-quite-whopping \$2,106, while the same eleven-mile 1996 Buell S1 Lightning that went unsold at last year's auction met the same fate again this year.

Of the 21 cars on offer, eleven sold, including a 1968 Shelby GT500 convertible from the Bruce Willis Collection, which made \$161,000—the high sale of the auction.

Positive highlights included a bevel-drive 1974 Ducati Green Frame 750 SS that went for \$81,900. Two original Ducati TT2s were bid to just under the \$30,000 range, but surprisingly, neither sold. A Moto Guzzi Ambassador found a new home at \$7,020, while on the other hand, Marty Dickerson's 1948 Vincent Rapide racer sat at center stage for most of the day before stalling at \$250,000—far short of its \$380,000 low estimate. A final disappointment was to see an MV Augusta 750 America pulled from the sale because of a dented tank and smashed fairing it incurred during its shipment to the sale.

With this auction falling immediately after the credit crisis, it soon became clear this was a buyer's market. Smart sellers dropped reserves, but many others defiantly sought 2007 prices—with predictable results. However, if the market was cold, the crowd was not, as the elaborate vinyl tent on top of the Petersen parking garage sent temperatures soaring into the 90s. Perhaps next year will be more moderate all around. ♦



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**ENGLISH**

#387-1948 VINCENT RAPIDE Bonneville racer. Eng. # F10AB1301. Blue. Cleaned up significantly, but in mostly "as-raced" condition. Very nice patina, paint worn in numerous places, including rear fender and chain guard. Some corrosion damage evident in some hard-to-reach areas. Open velocity stacks, Smiths tach. Cond: 3. **NOT SOLD AT \$250,000.** An iconic model with significant racing history, but obviously not enough to warrant



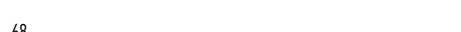
its relatively high reserve. The Bonneville salt is a tremendously corrosive environment, and the finish on this bike showed just enough cosmetic flaws to be considered "patina" instead of "damage." At this stage, I don't see much future for it other than in a museum or similar static display, and that gets to the heart of its valuation issue, as six-figure paperweights have a very limited market.

#327-1949 VINCENT RAPIDE Series B motorcycle. S/N R3288. Eng. # F10AB11298. Black. Odo: 4 km. Paint fair throughout aside from issues on damaged front fender sheet metal. Needs detail and polishing. Fuel cap area of tank worn, nice pinstriped wheels. Good patina. Cond: 3-. **SOLD AT \$44,460.**



This appears to be an older restoration that has devolved into a rider. This would be a good candidate for "ride-in" vintage shows and meets, and the previous owner already took the depreciation hit for the post-restoration wear and tear. The market for usable Vincents is obviously still active and quite healthy based on this sale. A fair price.

#304-1951 VELOCETTE KTT motorcycle. Eng. # MAC15189. Black. Odo: 146 miles. Older tank repaint now faded and showing numerous flaws. Seat and control cables worn, poor front fender paint, corrosion on exhaust system. "Stop" taillight fitted. Small puddle underneath engine. Cond: 4. **SOLD AT \$3,218.** It would be hard for me to believe that this bike only has 146 miles on it... the odometer, maybe. This was cheap thrills for some Britbike enthusiast who can now brag to



his buddies that he bought it at the Petersen auction. The oil puddle underneath was a good sign that it had oil in it and had run recently.

**GERMAN**

#339-1987 BMW R65 motorcycle. S/N WB1046209H6128439. Eng. # HBM098042AX. Gray. Odo: 62,216 miles. Expected condition for this mileage. Dent in tank, pinstripes intact. Paint flaws visible on most surfaces, minor leaks at base gasket.



Cond: 3. **SOLD AT \$2,106.** Someone picked up this little boxer for pocket change, which is what they normally go for. I assume that a few years ago during an overall motorcycle auction buying frenzy, this would have been bid up to \$4k easily, but you could (and can still) buy them all day long on Craigslist for half that price. Market price for a midlife Beemer.

**ITALIAN**

#321A-1971 MOTO GUZZI AMBASSADOR 750 motorcycle. S/N 21508. Eng. # 21508. Black. Odo: 20,481 miles. Late addition. Recent restoration with nice black paint and pinstripes. Chrome and aluminum parts very good, non-stock mufflers and windshield fitted. Cond: 2. **SOLD AT \$7,020.** You probably couldn't build a similar bike for the sale amount unless you did it all yourself and your time isn't worth anything. Ambassadors are less desirable than the later 850 Eldorados



as they have less displacement and the older 4-speed gearbox, so it's good to see the market perk up for a nicely done Ambo. Who knows how it ran, but it appeared to be a good daily driver restoration. Well bought and sold.

#340-1974 DUCATI 750 SS IMOLA Replica motorcycle. S/N DM860SS903167. Eng. # DM860SS903167. Silver. Clean appearance. Swiss cheesed (i.e. obsessively lightened with a drill press) parts everywhere, including axle adjusters, fasteners, wheels, sprocket, rear brake rotor, steering head nut, etc. Dry clutch, 40 mm Dell'Orto carbs. Paint ding on tail section. Cond: 2. **NOT SOLD AT \$28,000.** Obviously lovingly crafted. One can



only guess at the internal engine work, and there are only a handful of folks in the U.S. who can be trusted to build a real race motor for a bevel 750 SS. This is exactly what you want if you want to race (or pretend to race...) a bevel drive Duc—not a \$80k-\$100k real Green Frame 750 SS. Unfortunately, the market prefers a pedigree over a collection of interesting parts such as this one had, and it was not sold.

#345-1974 DUCATI 750SS Green Frame motorcycle. S/N DM750SS075380. Eng. # 075033. Silver & green. Odo: 23,474 km. Fiberglass tank shows worn paint, frame appears resprayed rather than original as reported



in catalog. Tidy engine, Conti exhausts appear fairly new. No history or provenance. Cond: 3. **SOLD AT \$81,900.** This example appeared to me neither an original nor a restoration, but rather a little of both. Price was about right for this rapidly appreciating classic Green Frame 750SS.

#379-1992 DUCATI 888SPS SP4 #043 motorcycle. S/N ZDM888W4001453. Eng. # ZDM888S001296. Red. Odo: 6,050 km. Marchesini 17-inch magnesium wheels measure 3.5 inches in front and 5.5 inches in rear. Öhlins suspension, Termignoni pipes, Brembo billet front calipers. "SP4 #043" placard. Battery wiring shabby, less desirable aluminum

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CB400FE1003897. Red. Odo: 1,713 miles. Clean paint, seat, and foot pegs. Four into one pipe intact with some repair and significant silver touch-up paint evident. Appears original. Cond: 2. **SOLD AT \$3,218.** A nifty little low-mile Honda. Intact and hard-to-find stock exhaust added to value. Slightly well sold as these have pretty limited collector appeal unless they are absolutely mint.

**AMERICAN**

#325-1906 **THOR Torpedo Tank racer.** Eng. # A2707. Excellent paint, detail, and polish. Engine is a stressed member of frame. Drive chain appears to be vintage. No history or provenance. Cond: 2+. **SOLD AT \$32,760.** Another old racer presented without



history or provenance. Just imagine yourself on one of these blasting down a dirt road or board track at nearly triple-digit speeds... Nice detail on this one, and I'd call the price market correct due to the lack of documentation.

#374-1914 **INDIAN 8-VALVE Board Track racer.** Eng. # 74E674. Red. Recent restoration, nice paint with minor flaw on tank. Nicely detailed engine with numerous polished components. Bosch magneto, modern drive chain. Dry tires show cracking. Needs a minor detailing throughout. Contrary to the program, this did not appear in the Guggenheim's "Art



of the Motorcycle" exhibit. No provenance or owner history, with the estimate lowered to \$55k-\$60k to reflect that fact. Cond: 2+. **SOLD AT \$57,330.** A very nicely done Indian board track racer. Methamphetamine for the mechanically minded with a cacophony of shafts, springs, pushrods, and linkages. The big question is its originality, and due to lack of provenance, one must assume it's a replica. Wonderful piece for static display or for showing at various vintage events.

#347-1915 **INDIAN 8-VALVE Board Track racer.** Eng. # 71G158. Red. Recent restoration. Paint, seat, engine, and linkages very nicely detailed. Brand new tires. No provenance or history included. Cond: 2+.



**SOLD AT \$64,350.** Of the two restored Indian board trackers at this auction, this one had the higher sale price. One might wonder if one went for \$7k more because it was sold first. Did the other example saturate the market? It will be interesting to see how these old timers weather the current financial crises.

#309-1928 **INDIAN 101 SCOUT motorcycle.** Eng. # DGP477. Red. Older repaint now faded and chipped in multiple spots. Lumpy sheetmetal in a few spots, rims have small dents and paint dings. Significant wear on floorboard and foot pedal rubber. Reported to have been restored from a basket



case in 1954. Cond: 2+. **SOLD AT \$21,060.** For \$21k, the new owner got a nice older Indian restoration that gives instant credibility among other bikers, and it'll be an excellent bike to ride to the local cafe or watering hole. The previous owner got to walk out of the Petersen with a wad of cash (a slightly smaller wad than estimated, however) and relief from having to load it back into his pickup. Well bought and sold.

#390-1958 **HARLEY-DAVIDSON FLH Panhead motorcycle.** Eng. # ORE12447F. Green. Older repaint with poor prep in spots. STD dual plug heads, dual plugs not hooked up. 4-speed hand shift, whitewall tires, Fishtail pipes. Nice tan seat. Engine tidy. Huge 4-inch wide paint bubble on bottom of



tank. Cond: 3. **SOLD AT \$9,360.** Flawed paint and questionable mods made this one fall below its low estimate. Still, \$10k for a presumably running pan with a few nice details seems like a surprisingly square deal... and the previous owner doesn't have to sort out the potentially leaking tank. Well bought and sold. ♦

fuel tank instead of carbon fiber. A 15-year-old twin that's still well above the skill level of 90% of riders. Cond: 3+. **SOLD AT \$9,945.** Market value for an aging, high-maintenance maverick, assuming that the engine was well kept. One has to be careful of low-mile SPSS, as many were raced and it's very easy to disconnect that odometer cable... It's kind of lame that the stock carbon fiber tank is gone—you have to wonder if it was damaged or if it was sold separately elsewhere.

#303-1996 **BIMOTA V DUE motorcycle.** S/N ZESVT5000WR000200. Eng. # ZESVT5000WR000200. Red, white, & green. Odo: 1,000 km. Appears mostly stock. Front fairing scuffed and cracked, scuffs on carbon fiber muffler, ugly used tank pad. Dangling wiring connectors, unknown fuel injection status or even if in running condition. Cond: 3-.



**SOLD AT \$9,945.** Once the centerpiece of any two-wheeled exotica collection, now apparently a cast-aside plaything without even the courtesy of a good prep before selling. The big question is how sorted out the direct injection was, as that's the weak link on these. Still, this flawed, misunderstood masterpiece was worth \$10k (1/3 of new) if only as a living room sculpture or as parts. Well bought... particularly if it runs.

**JAPANESE**

#383-1975 **HONDA CB400 SS motorcycle.** S/N CB400F1003953. Eng. #



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# The Hilton Head Auction

Worldwide was able to put together a number of post-block deals, bringing the percentage to a respectable 60%



Sun shone on the Worldwide Group, despite an overcast economy

<b>Company</b>	The Worldwide Group
<b>Date</b>	November 1, 2008
<b>Location</b>	Hilton Head, South Carolina
<b>Auctioneer</b>	Rod Egan
<b>Automotive lots sold / offered</b>	65/108
<b>Sales rate</b>	60%
<b>Sales total</b>	\$4,237,300
<b>High sale</b>	1942 Alfa Romeo 6C 2500 Sport cabriolet by Touring, sold at \$345,400
<b>Buyer's premium</b>	8%, included in sold prices

Report and photos by Chip Lamb  
*Market opinions in italics*

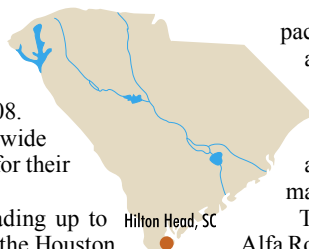
The seventh annual Hilton Head Concours d'Elegance and Motoring Festival rounded out the concours calendar again for 2008.

Along with it, the team from the Worldwide Group made the trip down from Indiana for their third outing at this venue.

Worldwide had a successful year leading up to Hilton Head; its sale in conjunction with the Houston Classic Keels & Wheels was a qualified success, as was an inaugural sale on the foundation of its new headquarters building near Auburn, Indiana. On the basis of these two outstanding results, Worldwide pulled together an impressive list of consignments for this South Carolina event, and the company was no doubt hoping for a repeat of last year's excellent results to cap off the calendar year.

However, the late summer and early fall months saw the nation's economy take a serious turn for the worse. Initially, the collector car market did not seem overly affected at the upper level, as RM proved at its Hershey sale as well as in London just a few days before Worldwide took the podium.

The weather proved fortuitous again for the Hilton Head venue, and as the cars rolled out underneath the large white tent on Thursday afternoon and during the day on Friday, it seemed a sure thing that the Egan and Kruse-led team would pull out another miracle to debunk the gloomy prognostications. At the complimentary dinner held the night before the auction, the tent was as



packed as it was the previous year with auction clientele and concours guests alike, and all indications were that there would be few reflections of the financial crisis back on the mainland.

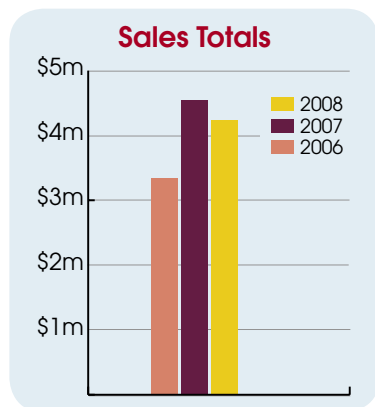
But the auction on Saturday was not as joyful as the events that led up to it. There was a shortage of buyers in the security-cordoned bidder's area, and sale prices were notably down against Worldwide's pre-sale estimates.

The high sale across the block went as expected to a concours-prepared 1942 Alfa Romeo 6C 2500 cabriolet with coachwork by Carrozzeria Touring for a seemingly-cheap price of \$345,400 (see profile on page 40), followed not so closely by a Vignale-bodied 1963 Maserati 3500 GT Spyder that left a lot to be desired at a well-sold price of \$211,200.

When the sale came to a close on Saturday afternoon, no-sales outnumbered sales by a disappointing margin. Worldwide's staff sprang into action that afternoon and the following day, selling a respectable number of cars post-block and bringing in a new second-place result for the 1958 Dual-Ghia convertible at \$319,000, which took the final results to 60% overall.

Worldwide is to be commended for its tenacity in not letting the economy get it down; after all, some pundits predicted a far worse market for collector cars and have been surprised by their resilience.

As the Hilton Head Concours grows in recognition and brings in participants from farther afield, the collaboration with Worldwide should only grow stronger as bidders and consignors come from a wider region as well. ♦



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ENGLISH

#12-1934 MG PA roadster. S/N 1845A145P. British Racing Green/black vinyl/black leather. RHD. Odo: 6,409 miles. Green paint appears older than rest of otherwise-comprehensive restoration. Chrome and brightwork executed to a high standard but slightly overbuffed. Very old leather unmarred, dash restored with few shortcuts, chrome wire wheels somewhat inappropriate for a pre-war MG. Engine compartment clean and appears very correct, electric



fan apparently added for touring. Cond: 2. **SOLD AT \$36,300.** This pre-war MG was very appealing, with a quality reminiscent of a \$36k TC that sold at this same sale last year (SCM# 47638). Unlike that car, however, this one needed to have the plating stripped from the wires to really look period correct. For now, it looks like it rides on motorcycle rims. Fair for both buyer and seller alike.

#40-1954 ASTON MARTIN DB2/4 coupe. S/N LML747. Blue metallic/medium blue leather. Odo: 17,813 miles. Fifteen-year-old restoration still shows well. Paint done to a high standard and still well-preserved, chrome



and brightwork lightly overbuffed. Interior shows age and wear, including patina to seats, crazed dash wood, worn shift knob, and one dash knob laying on floor. Older engine compartment restoration shows both recent care and several use-related issues. Cond: 2-. **SOLD AT \$165,000.** One got the feeling that this was nicely done, but not from the ground up. This is understandable, as this car is no DB4 or DB5, and considering the period when the work was done, this was a lot of restoration for a 2+2 coupe with a funny rear end. The auction company worked it as hard as they could, and their efforts paid dividends.

#77-1959 JAGUAR XK 150S convertible. S/N T831574DN. Carmine Red/black cloth/black leather. Odo: 6,832 miles. Paint shows subsurface flaws in localized areas, including



light sags and prep issues. Some chrome shows heavy marks under plating, door gaps factory or thereabouts. Interior well-executed, as is black cloth convertible top. Engine compartment well detailed, but XK engine's gold cylinder head is painted a putrid yellow/orange. Cond: 2+. **SOLD AT \$150,000.** Last seen at Russo and Steele's Scottsdale event in January '08, where it sold at \$136,400 (SCM# 48545). I was surprised this sold higher than the XK 120SE and XK 140MC that preceded it. While this had roll-up windows and a two-hand top unlike its predecessors, the earlier cars here were far better executed examples. It's hard to say how many of the shortcuts noted here can be fixed to raise the condition grade, so this should be considered well sold.

#79-1959 AUSTIN-HEALEY 100-6 roadster. S/N BN6L3877. Healey Blue & white/dark blue cloth/dark blue leather. Odo: 20,205 miles. High-quality older restoration. Door fit slightly off to both sides, deep chip on left rear fender. Chrome bumpers and windshield posts very good, hood chrome dinged, other brightwork older but quite passable. High-quality leather and carpet, seats lightly overstuffed, gauges clean. Older engine compartment restoration features a Speedwell valve cover and a few



other period dress-up items that could use a dusting. Cond: 2. **SOLD AT \$41,800.** This nice older show-circuit Austin-Healey had a genuine feel to it. While no 3000, it was a genuine car and fairly representative of its era. The modern radials were a little odd-looking instead of some XWXes or Redlines, but other than that it could be shown or toured without much complaint. A fair deal for both parties.

#10-1965 LOTUS ELAN S2 convertible. S/N 4421. British Racing Green/gray vinyl/black vinyl. Odo: 85,096 miles. Driver-quality paint recent and fraught with heavy orange peel and sags throughout. Gray painted bumpers correct and finished decently to match wheels, possibly original gray vinyl top tatty. Interior



remains to a driver-quality standard, dash lightly cracked, other surfaces exhibit minor wear and tear. Fresh-looking engine in otherwise tatty engine compartment indicative of a recent overhaul. Cond: 3+. **SOLD AT \$20,900.** Although this Elan had a decent look about it, up close it had some real needs. There's plenty more to do (or redo) here, so I'd call it well sold at this price.

#62-1965 TRIUMPH TR4A convertible. S/N CT63420. Black/white vinyl/red leather. Odo: 90,729 miles. High-quality black paint uniformly applied throughout. Body gaps good, driver's door would not open. Chrome and brightwork better than average although rear bumper shows some pitting. New interior kit fitted hastily and could use moderate tweaking,



driver's door panel needs the most attention. Engine bay complete and in tidy driver condition. Cond: 2-. **SOLD AT \$25,300.** Although this was a TR4A, it was not an independent rear suspension car as cataloged. That said, it was rather nice throughout, and some minor tweaks would certainly bring the condition rating up a level. Market price.

#41-1966 JAGUAR XKE SI 4.2 convertible. S/N 1E13181. Golden Sand Metallic/black cloth/black leather. Odo: 62,070 miles. Comprehensively restored with very high-quality workmanship. Recent frame-off paintwork nearly flawless. Chrome and brightwork nicer than factory. Black cloth top fit is slightly poor at rear, trunk gap slightly off. Interior pristine and fresh with correct period Blaupunkt radio.



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Engine compartment clean, correct, and well-detailed with Lucas battery. Cond: 1-. **SOLD AT \$102,000.** A former AACA award winner and still likely competitive there and with the JCNA, this last-year tri-carb high-horse 4.2 liter XKE exhibited very few needs that could not be easily addressed. Sold well under the \$130k low estimate, but pretty much spot-on if not slightly well bought.

#54-1967 JAGUAR XKE SI 4.2 convertible. S/N 1E15293. Primrose Yellow/black cloth/black leather. Odo: 54,190 miles. High-quality paint a bit off in hue and depth of color. Black cloth top and boot excellent, chrome bumpers overbuffed, brightwork better. Interior fresh from a kit, pattern and fit not quite as originally done. 1970s Craig radio does not help dash, garish wide whitewalls and over-the-top chrome wire wheels do not help



the exterior much either. Engine compartment restoration older and shows signs of careful use. Cond: 2. **SOLD AT \$69,300.** While good materials were largely employed here, the color match and gangster whitewalls were a drawback on what could have otherwise been presented with much more appeal. The tires would be a relatively easy fix, and the paint was fine for anything short of the concours field or an all-Jag show. A market price.

**FRENCH**

#7-1966 CITROËN 2CV 4-dr sedan. S/N 1876899. Gray/black vinyl/black vinyl. Odo: 28,028 miles. Claimed to have been recently assembled from parts after long storage in a crate. Quickie paint with heavy subsurface scratching, limited brightwork to driver quality. Weatherstripping looks original and supple, interior tidy, black sliding top correct. Engine



compartment not overly detailed, but clean. Cond: 3-. **SOLD AT \$6,600.** The catalog suggested this example was like buying a new 1966 2CV after going on at some length about its origins as a crate-delivered, half-assembled

U.S. import. However, it had plenty of miles on the clock, a 20-footer finish, and other evident wear, so it was just a used car with little special about it. High bid was just about on the money here.

**GERMAN**

#84-1954 EMW T327/3 coupe. S/N 88144. Black & red/red leather. Odo: 128 km. Older-appearing restoration claimed to be only two years old. Paint exhibits swirl marks on top surfaces. Chrome redone, brightwork including pie-plate hubcaps likely original and dull. Interior a mix of rare original bits and high-quality fresh leather goods. Engine bay very tidy and likely far more detailed than original East German production. Cond: 2. **SOLD AT \$75,000.** Last seen at Russo and Steele's



Scottsdale sale in January '07, where it failed to sell at \$100,000 (SCM# 44004). While nicely restored, this example of one of very few Eisenacher Motorenwerke 327s was a sad footnote and not a triumphant and gaudy Art Deco creation as was the original. It's likely the consignor and a very small audience were the only ones fascinated enough with the cars of the Stasi and Politburo high priesthood to pursue this car much past the high bid. Well bought.

#18-1965 PORSCHE 356C coupe. S/N 218436. Gray/red vinyl. Odo: 50,272 miles. Older comprehensive restoration executed to a high standard just starting to come apart, numerous chips and touch-ups in driver's door and jamb. Passenger door adjustment slightly off, chrome and brightwork crisp but slightly



dull. Interior uniform, with nice seats, carpet, and trim, although dash crash roll somewhat wavy. Engine compartment well if not recently detailed. Modern Michelin radials not in keeping with show-car appearance. Cond: 2. **SOLD AT \$50,600.** Like many past PCA 356 champions, which is what this likely once was, this car did the show circuit and then went out to pasture as a weekend driver. At the end of the day, it's just a late coupe in one of the least at-

tractive colors—at least to my eye. Well bought and sold.

**ITALIAN**

#69-1942 ALFA ROMEO 6C 2500 convertible. S/N 915128. Bright red/tan cloth/tan leather. Odo: 10 km. Coachwork by Touring. Brilliant red paint executed far beyond original specifications, door fit slightly off. Chrome and brightwork stellar, grille emblem likely original and somewhat worn. Tan cloth top soft and fits perfectly, leather supple but pattern likely not correct. Engine compartment looks to have been the scene of recent panic, with evidence to suggest recent head work to



make it run properly. Cond: 2+. **SOLD AT \$345,400.** Claimed to have been ordered in 1943 by Berlin-based mysterious Alfa buyer extraordinaire General von Carnap, this 6C 2500 may well have briefly been the preferred transport for a German officer, but its exodus from the Reich or Mussolini's Italy is not well documented. It is, however, a former Amelia Island, Meadow Brook, Greenwich, and CCCA award winner done to modern concours specifications, and despite some indications of money to be spent down the road, it was slightly well bought at this price. See the profile, p. 40.

#30-1958 FIAT 600 Multipla 4-dr sedan. S/N 100141039288. White & gray/green vinyl. Odo: 15,447 miles. A very original example with only one recent repaint and some redone chrome. Most brightwork original and lightly



polished. Interior all original throughout, steering wheel exhibits light cracking. Engine compartment nicely detailed and shows recent attention. Cond: 2-. **SOLD AT \$41,800.** A lifetime on Martha's Vineyard did not rot this little thing to little bits of brown dust, resulting in a very cool little grocery getter. The consignor and his wife made a huge effort with props such as a Christmas tree and wreath on and around the car at various times during the preview, and as such the cute little Italian runabout did the business for a lot more than anyone likely expected it to. Very well sold.



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#63-1958 DUAL GHIA convertible. S/N DG191. Eggplant Metallic/black cloth/burgundy & parchment leather. Odo: 72,448 miles. 315-ci V8, 2x4-bbl, auto. Metallic finish heavy but executed to stunning quality throughout. Comprehensively restored chrome and brightwork without evident flaws, interior a bit sterile and done with inauthentic materials. Engine compartment fully detailed and correct aside from generic belts and hoses. Cond: 1-



**SOLD AT \$319,000.** A plaque on the glovebox read that this Dual-Ghia was built for Pauline and George Gray. Nobody, including the auction company, seemed to know who the Grays were, since even the catalog stated that its first known registered owner was a Mrs. Grace Danko of Woodstock, NY, followed by a host of other owners in the U.S. and Canada. Whatever its origins, it was a properly done car, and this price was fair for both parties.

#48-1963 MASERATI 3500 GT spyder. S/N AM1011457. Black/black cloth/black leather. Odo: 88,174 miles. Newer black paint without major defects, black cloth top just as fresh. Chrome and brightwork uniform and over-the-top apart from small trim on A-pillar. Interior likely original throughout, black leather worn but not torn. Gauges appear restored, dash is less crisp. Engine bay rough



by comparison and undetailed, undercoating heavy on both inner fenders. Rust repairs in underbody beginning to come undone. Cond: 2-. **SOLD AT \$211,200.** Had it not been for the excellent paint and chrome, the car would have fared far worse, both by our ratings system and by the estimation of the bidders. The hype of this and its "his and hers" sister offered as lot 49 helped to get the job done here. Let's just hope there are no nasty surprises for the new owner once it arrives home.

#49-1963 MASERATI SEBRING coupe. S/N AM10101561. Black/orange leather. Odo: 42,359 miles. Older black paint exhibits light scuffs and swirls throughout, some bubbling on left C-pillar. Original chrome and brightwork pitted and lightly scuffed from buffing, weatherstripping critical around rear window. GM door lock knobs and small Ferrero aftermarket steering wheel the biggest eyesores in



otherwise well-preserved interior that exhibits only slight trim fit issues. Aftermarket a/c fitted in relatively crusty engine compartment. Cond: 3+. **SOLD AT \$85,800.** This car's nice originality was overshadowed by local mechanic add-ons over the years. Cheap-looking door lock knobs, seat belts and steering wheel are not big problems, but they create a less-than-pretty picture about the ownership and general maintenance offered this car over many years. Possibly more solid than its sister lot, this was rather appealing as a very unusual and attractive driver-quality example. Well sold right at the reserve.

#52-1970 FERRARI 246 GTS Dino coupe. S/N 01158. Eng. # 135CS. White/black & white leather. Odo: 78,175 miles. Recent glass-out repaint over original red undetectable and well-executed, with new hue extending into door jambs. Original interior tatty but complete, limited chrome and brightwork nice. Good wheels, rear bumper rub strip falling out. Carbs appear dirty but engine largely tidy. Runs very rough. Cond: 3. **SOLD AT \$126,500.** A



German delivery car from new in red, this was the property of a friend of mine some years ago and painted in its current shade of white after having been completely stripped of its original finish. The interior left much to be desired, but a Leatherique job over a few weeks would probably do more than one would initially think possible. This was a bit over what I would have paid for a scruffy Dino with a newer paint job, so I call it slightly well sold.

#100-1970 GIANNINI MONZA spyder. S/N 00001B. Black/black vinyl/black & red vinyl. Odo: 129 miles. Claimed one of two and the sole survivor, fully restored with lustrous black paint and excellent panel fit for a semi-kit car. Dash and interior tidy but Spartan with seat-cover-like seats. Erectable top not in evidence. Fiat rear engine clean and nicely detailed. Cond: 2+. **SOLD AT \$17,050.** Based on the Fiat 850 and resembling it more than a little, this Opel GT meets 911 soft-window targa special seemed to have little real significance as anything other



than an idea that never took off. Bidding was not terribly enthusiastic, and there may never have been a reserve, since it sold for less than half of the low estimate in the catalog. If you want the only one, great... but now what?

**AMERICAN**

#66-1931 CHRYSLER CG IMPERIAL Dual Cowl phaeton. S/N 7802482. Royal Red/tan cloth/maroon leather. Odo: 479 miles. Older concours-quality restoration with minor handling chips and aging. Chrome and brightwork comprehensive but starting to unwind slightly. Well-fitted top tidy, but bows require light refinishing and minor repair. Rear glass delaminating slightly, older trunk and leather interior show careful use. Engine



bay shows careful attention. Cond: 2-. **SOLD AT \$137,500.** First seen at the World Classic Danville auction in April '93, where it sold at \$85,000 (SCM# 22079). Later seen again at Christie's Tarrytown sale in April '00, where it didn't sell at \$82,250 (SCM# 11991). Finally, seen at RM's Hershey sale in October '07, where it sold at \$143,000 (SCM# 47349). An auction house frequent flyer with some light needs, but still well bought at below the \$160k low estimate.

#14-1952 MERCURY Woody wagon. S/N 52LD33972M. Dark green & painted wood/brown & parchment leather. Odo: 84,496 miles. Apparently comprehensive restoration appears to have been done in fits and starts. Right front fender considerably greener than hood. Wood



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# Glovebox Notes

A brief look at cars of interest that have passed through the SCM stable. ★★★★★ is best.

## 2009 Honda Accord Coupe



**Price as tested:** \$31,675

**Likes:** Comfortable, quiet, and faster than you think; 271 hp, 3.5-liter V-TEC V6 scoots, and with 5-speed auto will likely touch 30 mpg highway. Navigation, Bluetooth, XM/CD stereo, heated seats, all power and air, multiple safety features, adult-sized back seat, huge trunk.

**Gripes:** Anonymously dull to look at, but who cares if you're inside.

**Fun to drive:** ★★★★★

**Fun to look at:** ★★

**Overall experience:** ★★★

**Verdict:** The modern equivalent of a '66 Impala Super Sport, and built in the U.S. too. Groaning with extras and still only \$31,000. Will undoubtedly give 300,000 trouble-free miles. A no-brainer, benchmark car—too bad the stylists were asleep when it sneaked out of the studio.—Paul Duchene

## 2009 Hyundai Genesis 3.8



**Price as tested:** \$36,000

**Likes:** Genuine effort by Hyundai to move upmarket, shows attention to detail, elegant interior and dash, 290-hp V6, 6-speed auto, Lexicon (think R-R) stereo, XM, iPod and USB jacks, heated leather seats, multiple safety devices.

**Gripes:** Proximity key fob is a nuisance, engine so quiet at idle it's possible to walk away with it running. V6 power underwhelming, feels more like 230 hp. Absence of front badge feels like deception or shame.

**Fun to drive:** ★★

**Fun to look at:** ★★★★★

**Overall experience:** ★★

**Verdict:** Has an air of Stepford Wives creepiness, in that it's cloned from BMW and Lexus the way Russian clones of U.S. bombers copied the patches for bullet holes in the donor planes. A 5-Series BMW with a 3-Series motor. Jaguar couldn't go downmarket with the X-type, can Hyundai go up? All it's really selling is price, and with no brand heritage to support it, the aftermarket hit could be brutal.—PD ♦

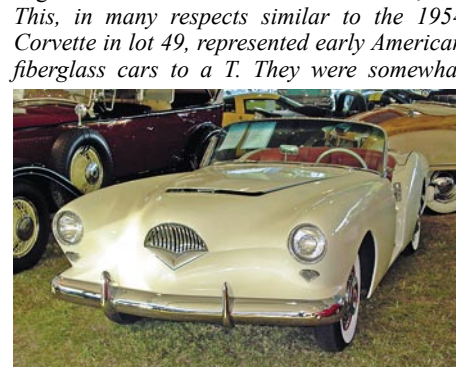
real on sides of doors and quarters, but painted on to a high standard above the beltline. Dinoc background appears too modern and may be hand-applied. Chrome and brightwork uniform, door handle gaskets rough from heavy post-assembly buffing. Interior amazing with miles of hand-painted simulated wood, leather and carpet similar. Cond: 2. **SOLD AT \$93,500.** The seller claimed a cool quarter-million was invested in this restoration, but the stops and starts were evident and the overall package fell short. The car was largely correct, but the interior was redone to modern tastes rather than in original materials. There was some wood, but not enough at this price. Well sold.

**#45-1954 CHEVROLET CORVETTE roadster.** S/NE54S001010. Eng. #57980F4YG. Polo White/black cloth/red vinyl. Odo: 13,461 miles. 235-ci 155-hp straight 6, 3x1-bbl, auto. A once-repainted, claimed two-owner, original-miles example, clean and without major finish defects. Factory gaps throughout. Chrome and brightwork a mix, bumpers and grille redone,



side spears and brightwork original and largely presentable. Interior completely original and lightly faded and worn. Engine compartment looks stock but is aged. Cond: 3+. **SOLD AT \$92,400.** The condition grade would be higher had the engine compartment been lightly restored, but then it would not have the preserved feel it did here. I think the majority of the enthusiasm surrounding this had to do with the originality claim, which was very believable. A fair deal if not slightly well sold.

**BEST BUY #71-1954 KAISER-DARRIN roadster.** S/N 161001429. White/red vinyl/red vinyl. Odo: 35,372 miles. Largely original with just one repaint many years ago. Original interior intact aside from restored steering wheel, chrome redone, small brightwork original and shows it. Badges original and weathered. Engine compartment tidy, engine restored. Cond: 2-. **SOLD AT \$75,900.** This, in many respects similar to the 1954 Corvette in lot 49, represented early American fiberglass cars to a T. They were somewhat



sloppily formed and showed it with rather unimpressive six-cylinder engines to propel them down a boulevard, not a racetrack. Kaiser-Darrins are really the epitome of the Glasspar on which they were based—albeit with sliding doors and slightly higher production-line quality. Well bought at well below the \$110k low estimate.

**#64-1957 CADILLAC ELDORADO Biarritz convertible.** S/N 5762035143. White/white vinyl/white & red leather. Odo: 70,650 miles. 365-ci V8, 2x4-bbl, auto. High-quality older restoration exhibits some driver door fit issues. Parade boot present and fits as well as



they did in period. Chrome and brightwork restored evenly and well preserved since, some minor trim overbuffed. Kelsey-Hayes wire wheels a matter of taste over original Sabre alloy-faced rims. Very early Jenkins-offered interior has some aging to it; most of it would clean up nicely. Engine very clean and correct. Cond: 2. **SOLD AT \$114,400.** While some light shortcuts were evident here, it was obvious that it was a 20-or-so-year-old restoration and that it had enjoyed some tour use since making the show circuit rounds. Some freshening would bring this up to modern standards, and there are not many better deals on these cars to be had. Well bought.

**#9-1968 PONTIAC FIREBIRD coupe.** S/N 223378L600689. Yellow/black vinyl. Odo: 87,033 miles. 400-ci V8, 4-bbl, 4-sp. Claimed all-original, old yellow repaint shows multiple touch-ups but generally shows well. Original chrome a bit thin, front bumper redone, brightwork tidy but not restored. Dash and gauges dusty, seats and carpet redone. Summit tachometer sticks out against otherwise mostly



original and unrestored interior. Engine bay tidy but only driver quality, Ram-Air cylinder heads claimed but no other documentation present. Cond: 3. **SOLD AT \$19,000.** A clear case of misunderstanding the term original. This was just an old, undocumented car in presentable condition. Bidding went to a rather amazing \$19,000 no-sale, but it found new ownership later on at the same price. Well sold. ♦

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**1955 Packard Caribbean conv., 352ci V8 w/auto, Blk/red/wht, wire wheels**  
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**1962 Buick Special Dlx 4dr wagon, Aluminum 215ci w/Rare 4spd, met. Gold, California car \$24,900**



**1966 Chevrolet Corvette conv., 427ci w/4spd, Ermine wht w/wht top & red int. Great to drive! \$98,900**



**1969 Chevrolet Camaro conv., 327ci w/auto, Monza red in/out w/wht conv. top Ready to cruise! \$44,900**



**1962 Ford Galaxie 2dr sdn, 406ci (B code 385hp) w/4 spd, Colonial white Frame off restoration! \$52,900**



**1963 Ford Fairlane 500 2dr hdtv, 289ci w/4spd, Corinthian wht/beige int. Fast & fun driver! \$24,900**



**1963 Ford Galaxie 500 2dr hdtv vintage Curtis Turner racer, 427ci side oiler w/4spd, Race ready! \$39,900**



**1965 Ford Mustang conv, 289ci V8 w/4spd, fresh Prairie bronze met. w/blk int. and top Sharp! \$26,900**



**1966 Ford Thunderbird conv, 390ci, auto, Raven blk w/wht int., factory A/C Lots of options! \$29,900**



**1964 Mercury Marauder 2dr hdtv, 390ci, Yellow mist w/off wht int., recent rebuilt eng, Loaded! \$28,900**



**1965 Mercury Park Lane Breezeway 4dr sdn, 390ci, blk in/out, cold A/C, p/s, p/b, p/wdws \$19,900**



**1963 Olds 98 4dr hdtv, 394ci w/auto, Provincial wht w/blue int., very much original Great driver! \$19,900**



**1965 Olds Ninety-Eight conv., fresh V8 w/auto trans, maroon w/blk int & top Great cruiser! \$26,900**

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# Fall Portland & Las Vegas Auctions

The 1970 Hemi Challenger's seller was astute enough to recognize that \$135,000 was the right price in this market, and he took it



Hemi Challenger, sold intelligently at \$135k

Portland report and photos by Paul Duchene; Las Vegas report and photos by Lance Raber  
*Market opinions in italics*

## Portland

When Mitch Silver landed in Portland for his September 2008 sale, news of the world's financial worries had preceded him. Consignments were down slightly from 2008's April sale—to 124 from 130—and the sales total fell from \$823,770 to \$665,607. The sales percentage also fell from 48% to 35%, with only 44 cars finding new homes, compared to last year's 62.

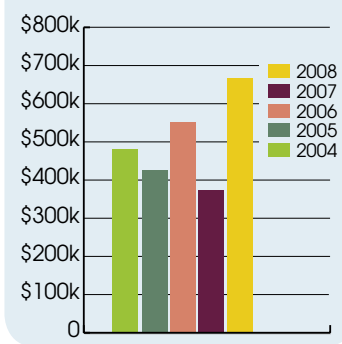
Of course, all this was good news to buyers, as some owners got the message and moved their cars for the going rate instead of clinging to 2006 values. The most vivid example was a 1970 Dodge Hemi Challenger in black and white with a recent frame-off restoration. It might have brought \$275,000 two years ago, but the seller was astute enough to realize that the \$135,000 bid was the right price, and he took it. We've since learned the car is going to be a headliner at the Scottsdale Russo and Steele auction, so we'll see just how much difference location makes.

On the subject of restoration vs. original, my favorite car in the sale was a handsome, raffish, '57 Corvette in orange and white, which was being sold by an owner who bought it to take to Hot August Nights in 1984. With only the exchange of a 4-speed transmission for the original 3-speed, it was a splendid vagabond and a good deal for both parties at \$44,820.

Verisimilitude raised its head with an unusual '67 RS Camaro in original triple black and fitted with a/c, a 2-barrel 327, and a Powerglide 2-speed automatic. Nobody fakes a package like that, and it brought a fair \$29,700.

Fright pig honors went to a '79 Mini panel van that was so rusty its

Portland Sales Totals



2003 British tags must have been the last it was able to get. Amazingly, it drew \$4,000. It was followed closely by a needy 1952 MG TD, which had a recent and very heavy repaint and still sold for \$8,424.

As mentioned in Editor Martin's December "Shifting Gears" column, he became the proud owner of a 1999 Land Rover Disco 1, which had covered a mere 150,000 miles, for just \$4,620. "Damn the miles, my wife and daughter love the jump seats," he was heard saying as he emerged triumphant from the bidding.

In all, money was tight, and the owners of a '62 Impala SS and a '66 Impala SS clone went home disappointed. The '62 stuck at \$15,000, and the '66 at \$9,000, which should have been enough in both cases.

## Las Vegas

This year's Silver Auction in Las Vegas during the second week of October was an event of contrasts. The weather was nearly perfect, but the sale was overshadowed by Barrett-Jackson's event at the Mandalay Bay, which featured an appearance by Robosaurus, the car-crunching, fire-breathing car killer, last seen in Scottsdale.

Silver held its event in an industrial part of Vegas, and it was a hunt to find the auction block, with parking places even more elusive. However, the sale offered a relaxed atmosphere for both bidders and guests, which was a nice change from B-J's event across town. At the end of the day, only 39 cars of the 163 that crossed the block found new homes, with final totals reaching \$857,683. I'm sure the economy factored heavily in the disappointing 24% sales rate, but the sellers are partially to blame, as many seemed to be using two-year-old price guides.

There were some gems. My favorite was a 1936 Chrysler coupe that was reinvented from junkyard wreck to resto-mod. With stock wheels and twin sidemounts, it looked near stock, but the market can be cruel to such creations these days, and it went unsold at \$77,500, against a reserve near \$130,000.

The same fate befell a 1958 Chevy Impala convertible that was clearly a show car, with mirrors underneath to show off both clean mufflers and shiny nuts and bolts. It was a no-sale at \$85,000.

Overall, I'd say Silver put forth a good effort at this event, but the combination of Barrett-Jackson's lack of reserve prices across town and the high expectations of some sellers didn't do much to boost the bottom line. ♦

### PORTLAND, OR

#### Company

Silver Auctions

#### Date

September 27, 2008

#### Auctioneer

Mitch Silver & Bob Graham

#### Automotive lots sold / offered

44/124

#### Sales rate

35%

#### Sales total

\$665,607

#### High sale

1970 Dodge Hemi Challenger 2-door hard top, sold at \$135,000

#### Buyer's premium

8%, included in sold prices

### LAS VEGAS, NV

#### Company

Silver Auctions

#### Date

October 17-18, 2008

#### Auctioneer

Mitch Silver & Bob Graham

#### Automotive lots sold / offered

39/163

#### Sales rate

24%

#### Sales total

\$857,683

#### High sale

1957 Chevrolet Bel Air convertible, sold at \$86,400

#### Buyer's premium

8%, included in sold prices



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**ENGLISH**

#42-1952 MG TD roadster. S/N XPEGRS5644. Red/white vinyl/white vinyl. Odo: 80,187 miles. Quickie red paint job lavishly applied. No wipers, grille bent with wrong color insert fitted, front bumper broken and welded.



Recent tires, doors drop badly when opened, lacks two element oil/temp gauge. Cond: 4. **SOLD AT \$8,424.** Cynically repainted just to sell. The fright pig alarm bells were clanging here, and they were audible clear across the room. If first gear is noisy and the car jumps out of second, the picture is complete.

#6-1979 AUSTIN MINI delivery van. S/N XLV16388954. Tan/black vinyl. Odo: 62,080 miles. Horribly rusty as far up as the roof drip rails, paint liberally applied on top of bumpy body. U.K. radio, RHD configuration. Carried Essex (seaside) tax disc from May of '03,



at which point I imagine it was condemned structurally, slapped with a coat of paint, and exported. Cond: 4-. **SOLD AT \$4,000.** Truly terrifying. I wouldn't take it over a railroad crossing at 30 mph. As presented, this would work as something to keep chickens in perhaps, or as a salad bar holder at a restaurant. Well sold.

**AMERICAN**

#9-1956 DESOTO FIREDOME 2-dr hard top. S/N 55285804. Blue & gray/blue & gray vinyl. Odo: 1,149 miles. 331-ci V8, 2-bbl, auto. Desirable Hemi, power steering and power brakes. Complete, fairly straight, chrome and trim worn. Flipper hubcaps not typical. Body



gaps average, bodywork and paint so-so, interior incorrect. Idaho car with no rust, but windshield has wiper scratches. Cond: 3-. **SOLD AT \$11,340.** Just a driver, but in a condition where you couldn't really hurt it. Better hope the generator is rebuilt; good luck finding the one-year, 12-volt unit with the power steering pump on the back. Well sold.

#18-1957 CHEVROLET CORVETTE convertible. S/N E57S100050. Orange & white/black vinyl/black vinyl. Odo: 97,701 miles. 283-ci 220-hp V8, 4-bbl, 4-sp. Original car with older so-so paint. Cheerful seller said the color was Venetian Red and she had owned it since 1984, making a number of visits to Reno's Hot August Nights over the years. Original 3-speed replaced by 4-speed (with 3-speed



console plate still installed), Wonderbar radio, older reupholstered seats. Some spares in trunk, which has correct but scruffy old mat. Cond: 3. **SOLD AT \$44,820.** A completely honest old car and my favorite at the auction. Not so nice you'd baby it, and obviously a strong runner with an excellent exhaust note. Once again, a chatty owner helped the sale and the couple was smart enough to pull their reserve at the last moment. The buyer should just drive it. I would. Well sold and well bought.

#163-1962 CHEVROLET IMPALA SS 2-dr hard top. S/N 21847L238906. Gold/white/cream vinyl. Odo: 109,018 miles. 283-ci V8, 4-bbl, auto. Long-time owner. Very straight body, good paint, excellent and rare SS-specific trim includes bumper guards. Nice interior, good carpet and door panels, power windows, cowl



vent paint surprisingly bad. Cond: 2-. **NOT SOLD AT \$15,000.** An excellent if subdued example of a rare car. But column shift, dull color, and a modest power plant combined to produce an offer which wasn't enough for the owner. Considering the state of the market these days, I'd have taken it like a shot.

#2-1967 CHEVROLET CAMARO RS coupe. S/N 124377N114597. Black/black vinyl/black vinyl. Odo: 4,055 miles. 327-ci V8, 2-bbl, auto. Genuine triple-black car fitted with a/c, new Redline tires, power steering, and power brakes. Shiny repaint, very shiny engine, vinyl roof good. All trim looks like replacement. Cond: 2. **SOLD AT \$29,700.**



Pretty but slow and you'll always have to prove it came triple black. That said, nicely done and exactly the quirky mix of options that stamps it as correct. Fair money for a nice car.

#28A-1970 DODGE CHALLENGER R/T 2-dr hard top. S/N JS23R0B309966. Black & white/white vinyl. Odo: 86,656 miles. 426-ci V8, 2x4-bbl, auto. Frame-off restoration, build sheet-documented Hemi, beautiful black paint



with some scratches from buffing. Correct interior, correct Goodyear Polyglas tires, bumpers perfect. Fitted with Shaker hood. Cond: 1. **SOLD AT \$135,000.** The audience was buzzing over what a bargain this was, but I say the seller was very smart. He got a real offer at a time when buyers are very jumpy. The buyer here took a gamble on a right car.

**BEST BUY** #71-1971 PLYMOUTH VALIANT 2-dr hard top. S/N VH23G1R147765. Lime Green/green vinyl/green vinyl. Odo: 12,663 miles. 318-ci V8, 4-bbl, auto. Straight body, nice original paint, very good vinyl top, scratches on windshield. Engine rebuilt and bored .030 over, fitted with new



alternator and water pump, dual exhaust, and power steering. AM/FM radio, excellent interior. Grille broken. Cond: 3. **SOLD AT \$2,160.** A very solid first collectible. This appeared to be a completely honest car that had belonged to a mechanically savvy owner. A little subdued with regard to the color, but an absolute bargain at this price.

#67-1972 CHEVROLET C20 pickup. S/N CLE242J101927. Lime green/dark green vinyl. Odo: 81,960 miles. 350-ci V8, 4-bbl, auto. Two-owner truck with cheap repaint now dull. Tailgate nice, which suggests this truck carried a camper for a long time. Wood bed

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dirty and deteriorated, with rust along edges and in corners. Correct seat cover protected by cover. Equipped with power steering and power brakes. Cond: 4. **SOLD AT \$2,376.** A classic old guy truck from Rock Rapids, Iowa. It had a solid body, but scary surface rust underneath indicated it had been on salted roads. Newer tires on tacky mags a recent addition, I'll bet. It's still Grandpa's fishing rig, and it was quite well bought at this price.

#54-1972 CHEVROLET CAMARO Z/28 coupe. S/N 1Q87LZN148753. Midnight Bronze & white/black vinyl. Odo: 43,919 miles. 350-ci V8, 4-bbl, auto. A matching-numbers car, and one of 2,575 Z/28s built in '72. RS option, 3.73 gears, power steering, power brakes, front and



rear spoilers, new exhaust, extra gauges. Cast aluminum valve covers, stripes added on top of well-done paint. Seat covers too loose. Cond: 2. **SOLD AT \$22,500.** A nice correct car, but there is still not much interest in second-generation Camaros. This was good money, and the seller wisely took it.

#69-1973 DODGE CHALLENGER 2-dr hard top. S/N JH23G3B475915. Blue & black/black vinyl/black vinyl. Odo: 26,765 miles. 340-ci V8, 3x2-bbl, auto. All redone but rear bumper. Paint good, panel fit OK, missing '73 bumper rubber. Three-inch exhaust exits in front of rear wheels. Fitted with Centerline mags, Crane Fireball ignition, aftermarket



gauges, and Edelbrock heads and headers. Lots of bills, build sheet, claimed \$11,000 in body and paint alone. Cond: 2. **NOT SOLD AT \$27,000.** You can't really blame the owner for

trying to upgrade a pathetic 150-hp, 318 powertrain, but the 340 six-pack combo was only available in 1970. The market for home-built boy racers was gone about two years ago. High bid here probably left him way upside-down, but he should have taken it anyway.

#99-1984 CHEVROLET CORVETTE Custom coupe. S/N 1G1AY0781ES5142580. Silver/black leather. Odo: 48,779 miles. 350-ci 205-hp fuel-injected V8, 4+3 manual. Bizarre C5 body kit fitted to a first-year C4. Evidence that the driver's door was red suggests a profound rebuild took place. Paint quite good,



marked wear to driver's seat. Wheelarches oddly proportioned. Cond: 3. **SOLD AT \$9,180.** This looked like David Byrne in the big white suit from the Talking Heads "Stop Making Sense" tour. It was a clumsy-looking conversion but it can't have been cheap. It does raise the question of how much of the original C4 body survived the likely crash. Was it a good buy? Who knows... Have you ever seen another?

Las Vegas, NV

ENGLISH

#271-1964 MG B V8 Custom convertible. S/N VTR00454. Red & white/black vinyl. Odo: 42,204 miles. 289-ci V8, 4-bbl, 4-sp. This Euro hot rod sports flared fenders with well done paint and interior. Slotted mags, sidepipes, and chrome roll bar fitted. No top. Cond: 3. **NOT SOLD AT \$11,500.** This car reminded me of



a poor man's Shelby. It had a great sound that made heads turn when it rolled past. But the devil is in the details, and when you looked underneath, it looked like a road-weary '64 MG B that had been tarted up. This was all the money for something like this, but the owner apparently wanted more.

AMERICAN

#19-1951 CHEVROLET BEL AIR 2-dr hard top. S/N JAD194695. Blue/sky blue/white vinyl. Odo: 17,999 miles. 307-ci V8, 4-bbl, auto. Paint and chrome fair with what



the seller calls "minor badges of honor" from a decade of slow cruising. Interior also shows years of fun, with wear to seating surfaces and carpet. Cond: 3. **SOLD AT \$13,608.** If you were not looking for a trailer queen, this could have been the car for you. It featured period parts such as lake pipes and a sun visor, and even though it had some light needs, it was well bought at the price paid.

#72-1955 CHEVROLET BEL AIR Custom 2-dr hard top. S/N 55LL025170. Maroon/red & white vinyl. 327-ci V8, 3x2-bbl, 4-sp. Stunning maroon paint, louvered hood, a/c, disc brakes, Cadillac hub caps. Great rolled and pleated red and white interior shows no use. Cond: 2. **SOLD AT \$39,420.** Reported to be George Barris custom complete with fender



skirts and lake pipes. This car has all the attributes typical of a Barris car, including frenched '55 Packard taillights, a Corvette grille, and '55 Pontiac front and rear bumpers—the things you would expect to see in a car show from the '60s. If the claims are true, this was not a bad buy at the price paid.

#49-1957 CADILLAC SERIES 62 convertible. S/N 576267X. Red/black cloth/black vinyl. Odo: 46,000 miles. 361-ci V8, 4-bbl, auto. Nearly perfect body, paint and trim showing very well. Nice newer top, glass unmarked throughout. Like-new interior shows very little wear. Engine appears untouched aside from a



ASTON MARTIN



1984 Aston Martin V8 Vantage Rare European 5-speed example.



1965 Ferrari 275GTB/6C Long nose torque tube



1965 Aston Martin DB5 Coupe, LHD Full history from new.



2004 Aston Martin Zagato Vanquish One-off Roadster, Geneva Show Car



1966 Ferrari 275GTB 2nd to last example produced.



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LOLA T70 MK3 COUPE 1967 # SL73/111  
One of the 6 MK3 Coupe remaining Perfect and ready to race

Partial list of cars in stock

FERRARI 250 GT Cabriolet Series I 1958 # 0849 GT. Engine N°0949  
FERRARI 250 GT 1958 # 0997 GT. 29000 miles from new  
FERRARI DINO 206 GT 1967 # 00330. Yellow and perfect  
FERRARI 365 GT 2+2 1969 # 11483. Perfect condition  
FERRARI 512 M 1970 # 1030. Ex Francorchamps. Ready to race  
FERRARI 365 GT4 BB 1974 # 18201. Restored and perfect  
FERRARI 308 GTS 1978 # 25215. Perfect condition  
FERRARI F1 126 C4 1984 #074. Winner GP Belgium with ALBORETO  
FERRARI 308 GTB Huffaker IMSA 1990 # 003. 900 kgs, 390 CV  
FERRARI 550 BARCETTA 2001 # 124207. 6000 kms from new  
ALFA ROMEO 1900C Supersprint Coupe Touring 1956 # AR1900C10160  
ALFA ROMEO 33-3 TT # AR11572/010. Raced with Autodelta in 1972  
DE TOMASO PANTERA GR4 # THPNMA 05855. 24H du Mans 1975  
CHEVROLET CAMARO IROC Race Car 1974 # 1Q87H4N221708

MASERATI GHIBLI SPYDER 4900 SS 1969 # AM115/S/1005. Manual gearbox  
MASERATI BORA GR4 THEPENIER 1973 # AM117/3000. Ready to race  
COOPER MASERATI F1 T81 1966 F1/4/77. Ex Guy LIGIER. Ready to race  
LANCIA FULVIA RALLYE 1600 HF GR4 1971 # 002268. World Champion 1972  
LANCIA BETA MONTECARLO TURBO GR5 # 1009. 1st IC 24H MANS 1981  
LANCIA MARTINI LC1 1982 # 004. 640 Kgs, 450 CV  
ALPINE A110 V85 1300 Coupé 1974 # A110 14525. Perfect  
BMW 320i SCHNITZER GR5 1976 # 5258757. 885 Kgs, 700 CV  
FACEL VEGA FV2B 1956 # FV2B56122. Totally original  
FACEL VEGA HK500 1961 # HK1-BM8. Totally restored  
JENSEN INTERCEPTOR 1972 # 1335586. One owner from new  
DELAGE D8 SS 1931 # 34785. One-off CHAPRON body. Convertible  
AVIONS VOISIN C 30 S COUPE 1939 # 60026. Perfect condition  
BUGATTI 57 C ATALANTE COUPE 1939 # 57624. Fabulous condition

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bit of rattle can restoration. Cond: 2. **SOLD AT \$69,120.** This car had a great look until you opened the hood, as that's where the restoration must have stopped. I know everyone has their priorities, but this car was like a gap-toothed woman who's gorgeous until she smiles. A fair deal all around, considering the work done.

#29-1962 CHEVROLET IMPALA SS 2-dr hard top. S/N 21847L238906. Gold/white/gold vinyl. Odo: 9,024 miles. 283-ci V8, 4-bbl, auto. Decent paint aside from cowl vent, nice chrome and trim. Body is straight, interior fair.



All in all, a nice original car. Cond: 2-. **SOLD AT \$19,440.** Last seen at Silver's Portland sale just a few weeks prior, where it failed to sell at \$15,000 (SCM# 118241). This would be a fun daily driver. If you were married in the '60s, then this could have been your wife's car. '62s aren't the most popular of the big Chevys, so this can be considered well sold in this market.

#13-1965 FORD MUSTANG coupe. S/N 6F07C3011970. Red/white vinyl. Odo: 99,963 miles. 289-ci V8, 2-bbl, auto. A nearly stock '65 Mustang. Fair paint with some minor polish marks and chips, body shows a few small dents. Nice chrome and trim, including spinner hubcaps. Clean vinyl interior shows well.



Cond: 4. **SOLD AT \$9,288.** The proverbial diamond in the rough. This appeared to be a little road weary and it was a little garish with the bright red paint, but it was basic vanilla underneath and was an affordable entry-level example. This sale probably made two people happy at under \$10k.

#227-1966 CHEVROLET CHEVELLE 2-dr hard top. S/N 6613817. Blue/blue vinyl. Odo: 127 miles. 396-ci V8, 4-bbl, 4-sp. Frame-off restoration still showing very well. Well-done paint, chrome and trim appear new. Awarded 998 points at the 2007 Super Chevy auto show. Mileage shown since restoration.



Cond: 2. **NOT SOLD AT \$47,000.** A stunning example of a '60s muscle car completely restored but not overdone. The '66 is one of the most popular of the Chevelles, and I don't think I've seen one done better. It came with original paperwork and was reported to have all matching numbers, but it went back home with the seller as this bid was more than \$20k short of the reserve.

#60-1966 FORD MUSTANG GT coupe. S/N 636K684A12239. Green/two-tone gold vinyl. Odo: 83,105 miles. 289-ci V8, 4-bbl, auto. Fairly decent repaint with few issues aside from light scratching and a few chips, straight body, nice chrome, trim, and glass. Repop Pony



interior, interior trim matches age. Cond: 3. **SOLD AT \$14,560.** A nicely done driver, but the door post repaint covered the bolts and tags. Although an aftermarket stereo with large speakers on the package shelf detracted from its stock appeal, this was probably a good buy, and with a little TLC, it could be a standout.

#269-1969 CHEVROLET CAMARO Z/28 coupe. S/N 124379L521262. Fathom Green & white/green cloth. Odo: 23,751 miles. 302-ci V8, 4-bbl, 4-sp. Paint nearly flawless with trim to match, body fit is spot-on except around



hood. Engine compartment appears to be just as it came from the factory. Cond: 1-. **SOLD AT \$47,000.** Last seen at Silver's Portland sale a few weeks earlier, where it was bid to an insufficient \$45k (SCM# 118220). This was an excellent example of what I consider to be an unmolested collector car. It was said to have been stored inside unused for 28 years, and after looking it over carefully, I really think it was. A very good deal on both sides at \$47k.

#69-2003 CHEVROLET SILVERADO pickup. S/N 1GECE14V132243437. Orange/black leather. Odo: 31,400 miles. 4.8-liter fuel-injected V8, auto. Showroom condition "Southern Comfort Edition" said to be the only one on the left coast. Spotless paint, glass, and interior. Cond: 2. **SOLD AT \$15,120.** The



factory sticker listed this "Southern Comfort Edition" as a \$14k option package from Birmingham, Alabama, with the addition of chrome wheels, spoilers, air dams, running boards, and hood scoops integrated into a color-coordinated package. This truck had a very distinct look, and somebody was drawn in at a market-correct price.

#73-2007 FORD HIBOY Replica roadster. S/N CA964872. White/black vinyl. Odo: 247 miles. 350-ci V8, 4-bbl, auto. Well-done Ford Deuce roadster reproduction. Stunning pearl white paint shows no issues, tastefully done interior looks unused. Builder was reported



to have \$32k invested not including his labor. Cond: 2. **SOLD AT \$23,220.** A smartly done replica hot rod with all the right stuff, including a crate Chevrolet 350, Turbo 350 trans, 9-inch Ford rear end, a dropped front axle with discs, and tires that fit the rod look. At far under its build cost, this can be considered a bargain. ♦

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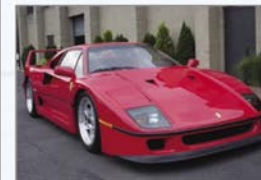
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**FERRARI 275 GTB, 1965,** Red, Restored, Prepared for Ferrari Historic Challenge and/or fast road use, full ownership history. S.P.O.A.



**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. S.P.O.A.



**ASTON MARTIN V8 VOLANTE, 1989,** 7.0 LITER, 500+HP, Pewter Met./Parchment/Tan top, 5-speed manual, Fuel Injected, PoW cosmetics, Handling kit, Superb & exhilarating in every way. S.P.O.A.



**PORSCHE 356 B CARRERA 2 CABRIOLET, 1963,** Grey/Black/Black top, 2.0 liter-4 cam, matching numbers, excellent condition, less than 35 examples have ever been manufactured. S.P.O.A.

Aston Martin Vanquish "S", 2005, Blue/Blue, 4k miles, F1 gearbox	\$178,000.00	Aston Martin V8 Coupe, 1976, Met. Green/Magnolia, 82k miles, Auto, Sunroof	\$67,500.00
Aston Martin Vanquish, 2002, Tungsten/Blue, 25k miles, AML Works Service 6-speed!	\$130,000.00	Aston Martin DB5 Coupe, 1965, Dubonett Rosso/Black, LHD, Repainted-Serviced	\$P.O.A.
Aston Martin DB7 Vantage Volante, 2002, Rannoch Red/Parchment, 14k miles, Auto	\$65,500.00	Ferrari 365 GTB/4, 1969, Daytona Spyder Conversion, Black/Tan/Black top, Restored	\$395,000.00
Aston Martin DB7 Vantage Volante, 2001, Aston Green/Ivory, 8k miles, Touchtronic	\$65,500.00	Ferrari 275 GTB, 1966, Silver, Long nose, 6-carb, torque tube, Original & unmolested	\$P.O.A.
Aston Martin Virage Widebody Volante, 1993, BRG/Tan/Green top, 5k miles, Auto	\$P.O.A.	Ferrari 250 GT LWB, 1954, Blue, restored, Exceptional race history	\$P.O.A.
Aston Martin Virage Widebody Coupe, 1992, Red/Tan, 14k miles, Auto, Rare-As new	\$P.O.A.	Mercedes Benz 280 SL, 1970, Dark Red/Tan/Tan top, Restored, Spectacular Throughout	\$89,500.00
Aston Martin V8 Volante, 1988, Dover White/Oxblood/Black top, 11k orig. miles, Auto	\$118,500.00	Porsche 356B Coupe, White/Red, 1600 Super engine, Restored, Chrome wheels	\$49,500.00
Aston Martin V8 Vantage Volante, 1987, Red/Tan/Tan top, 36k miles, Auto	\$130,000.00	Porsche 356A 1600 S Speedster, 1958, Silver/Red/Black top, Restored	\$P.O.A.
Aston Martin V8 Volante, 1985, Burgundy/Tan/Tan top, 16k miles from new, Auto	\$98,000.00	Beck Porsche 356 Speedster recreations, several to choose from, see website, priced from	\$38,450.00
Aston Martin V8 Volante, 1983, Pewter/Blue/Blue top, 20k miles, Auto	\$76,500.00	Jaguar XK-140 Drophead, 1957, BRG/Green/Black top, 4-sp, restored	\$145,000.00
Aston Martin V8 Vantage O.J. Coupe, 1980, Silver/Blue, Full Spec, 5-speed	\$P.O.A.	Jaguar XK 120 Roadster, 1953, British Racing Green/Tan/Tan top, 4-sp, Restored	\$128,000.00
Aston Martin V8 Vantage, 1978, Red/Natural, 5-speed, 1 of 23 rare Flip Tail models	\$P.O.A.	Jaguar XK-150 "S" 3.4 Liter Roadster, Red/Black/Black top, 4-speed, Restored	\$P.O.A.
		Lamborghini LM 002 "American", 1990, Black/Red, 10,000 miles, Perfect throughout	\$95,000.00
		Superformance Cobra MK III Rdstr, Red/Black, New, registered 1965	\$62,000.00

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# The Larz Anderson Museum

Economic uncertainties and high fuel prices didn't dissuade many bidders, with 36 cars selling for a final total of \$2.7m



1910 Buick Buggyabout sold for \$26,910

<b>Company</b>	Bonhams & Butterfields
<b>Date</b>	October 4, 2008
<b>Location</b>	Brookline, Massachusetts
<b>Auctioneer</b>	Malcolm Barber
<b>Automotive lots sold / offered</b>	36/48
<b>Sales rate</b>	75%
<b>Sales total</b>	\$2,714,530
<b>High sale</b>	1913 National Model 40 Series V Type N3 Semi-Racing roadster, sold at \$196,200
<b>Buyer's premium</b>	17% on the first \$100,000, 10% thereafter, included in sold prices

Report and photos by Don Schoeny  
Market opinions in italics

Traditionally held in the spring, this year's Bonhams & Butterfields auction at the Larz Anderson Transportation Museum in Brookline, Massachusetts, took place just one week after the company's Owls Head Museum sale in late September. The eclectic array of cars on offer included plenty London to Brighton-eligible vehicles, a 1916 Rauch & Lang electric (way ahead of the current energy crisis), a 1986 Pontiac Fiero prototype, and General "Black Jack" Pershing's Locomobile, among others. Economic uncertainties and high fuel prices didn't dissuade many bidders both in the room and on the phone, and after persistent action from both groups, 36 of 48 cars were hammered sold for a final total of just over \$2.7m.

Affable auctioneer Malcolm Barber presided over the event, and a selection of 249 automobilia lots helped to warm up the crowd before any cars rolled across the block. The first 16 cars on offer were no-reserve lots from Chicago's Museum of Science and Industry, most of which dated from the turn of the century through the late 1930s. Many had fascinating provenance, but it appeared nothing had been done to most of them for decades, and it was clear that all needed work. The no-reserve aspect made for some bargains here, as many sold well under their low estimates.

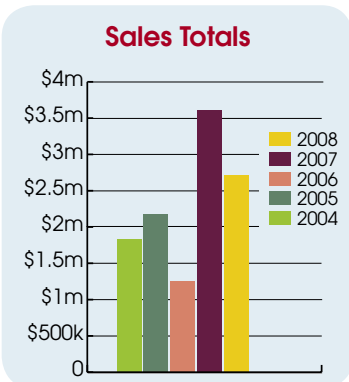


Brookline, MA

Top sale was a 1913 National Semi-Racing roadster at \$196,200. Although there was much uncertainty about the car's early history, it had wonderful patina, and I hope the new owner enjoys it without restoring it. A spectacular Isotta Fraschini Tipo FENC also changed owners for a very reasonable (for condition and rarity) \$166,500, and a 1950 Jaguar Mk V drophead coupe was a wonderful buy at \$152,200—a record price for the model, and in my opinion the buy of the auction, as I'm sure the restoration cost more.

Notable no-sales included a 1953 Corvette that was the 44th of 300 built that year. The car was restored to a very high level, but bidding stalled at \$280,000, well below the \$350,000 low estimate. A beautiful 1935 Rolls-Royce Phantom II Sedan de Ville reached \$200,000 in the room, but that was not close enough to the \$275,000 required to send it to a new owner. A spectacular 1907 Peugeot Double phaeton was bid to an insufficient \$290,000, and a 1910 Packard Model 18 touring car stalled at \$170,000.

With \$2.7m from 36 lots, Bonhams should be pleased with its decision to move this sale into a fall slot. The change of date seemed to mesh well with the "leaf peeping" season in New England, and although the results were buoyed by the addition of the no-reserve lots from the Chicago museum, the final total as well as the overall sales rate of 75% were not a bad day's work for B&B, especially in this market. ♦



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### 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 2003 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.



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HOWARD HUGHES' PERSONAL CAR



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1988 PORSCHE CUP N. AMERICA WINNER  
LAST IMSA CHAMPIONSHIP-WINNING 962



1984 PORSCHE 962, CHASSIS 106  
EX-BUSBY/BFGOODRICH  
RETAINS ORIGINAL CHASSIS



1975 CHEVRON B29  
EX-BILL BRACK CANADIAN FORMULA  
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**ENGLISH**

#511-1934 **ROLLS-ROYCE PHANTOM II Continental sports saloon.** S/N 157RY. Eng. #0Y25. Gray/gray leather. RHD. Coachwork by Thrupp & Maberly. Special 144-inch wheelbase short chassis with F-type gearbox option. Older repaint chipping, old leather interior stiff, both



A-pillars cracked. Interior wood needs refinishing. Brightwork pitted, bumpers missing, dents in lower fenders. Cond: 3-. **SOLD AT \$99,450.** *An elegant-looking tourer that needed a lot of cosmetic refurbishing. However, the result will be stunning, and at the purchase price, there is room to get it done without breaking the bank. Well bought at \$30k under the low estimate.*

#530-1934 **ALVIS SB FIREFLY tourer.** S/N 16030. Eng. # 11541. Tan & brown/tan cloth/brown leather. RHD. Odo: 33,500 miles. Circa 1980s paint dull, brightwork slightly pitted all around. Fitted with 4-speed ENV pre-selector gearbox. Brought to the U.S. about



ten years ago, gearbox and fuel pump claimed rebuilt since. Cond: 3+. **SOLD AT \$56,160.** *The car was sold to a phone bidder for a surprisingly strong sum, and it's probably going back to the U.K., where Alvis has a stronger following. Most U.S. bidders rightly figure you can have this kind of fun in an MG TF for a third of the money.*

**GERMAN**

#540-1970 **MERCEDES-BENZ 280SL roadster.** S/N 11304410016003. Eng. # 13098310005993. Metallic Rose/tan cloth/



parchment leather. Odo: 74,693 miles. Paint generally good but shows chips on door edges. Color-matching factory hard top included. Leather interior dirty and heavily worn on driver's seat, driver's door hard to close. Cond: 3+. **SOLD AT \$23,400.** *This had the look of an honest used car, and when the bidding fizzled out below the \$25k low estimate, the seller was wise to cut it loose. A good buy if the mechanicals don't need any work.*

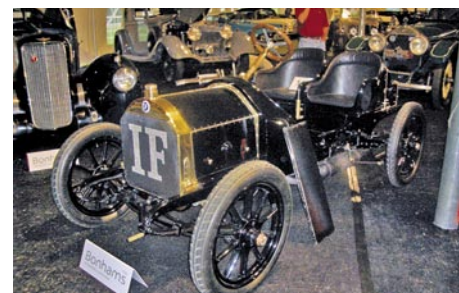
#526-1971 **MERCEDES-BENZ 280SE 3.5 cabriolet.** S/N 289SE002137. Dark brown/brown cloth/tobacco leather. Odo: 73,701 miles. A well maintained unrestored car. Paint chips on edge of driver's door, very good chrome. Interior needs a good cleaning,



but is still very serviceable. A nice high-end used car. Cond: 3+. **SOLD AT \$99,450.** *This car looked very honest and well taken care of, and that gave the bidders confidence, as major repairs can bankrupt most people. Bought by a phone bidder at mid-estimate, it was a bit expensive, but the the probable lack of future bills made it a fair buy.*

**ITALIAN**

#518-1908 **ISOTTA FRASCHINI TIPO FENC semi racer.** S/N 6023. Eng. # 10. Black/black leather. RHD. Beautiful restoration. Fitted with cable-operated rear drum brakes (with equalizer cable) and overhead cam engine with roller bearings for crankshaft and camshaft. Replica oil tank and gearbox, missing chassis plaque. The car and its new



owner are invited to be the "Star of the Show" at the 1908 Briarcliff Centennial Celebration in mid-October. Cond: 1-. **SOLD AT \$166,500.** *This car featured design elements that led to the birth of the sports car, a number of which were incorporated in Bugatti Type 13 and the first Aston Martin. Bought at \$20k over the high estimate and worth every penny. Where will you find another? See the January '09 profile, p. 44.*

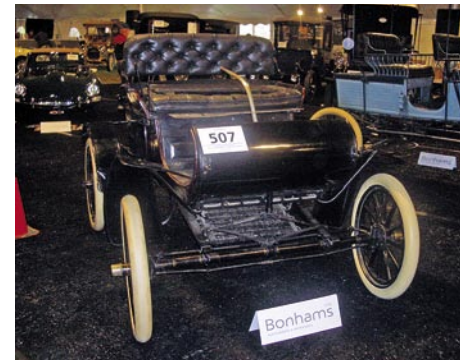
**AMERICAN**

#501-1900 **LOCOMOBILE MODEL 5 locosurrey.** S/N N/A. Eng. # 1494. French Blue/black fabric/black vinyl. RHD. Attractive finish in French Blue with fringed black top. Chain drive, incorrect seat coverings, later gauges. Rare original bicycle-type wheels



adapted to clincher tires. Ex- D. Cameron Peck, in the Chicago Museum of Science and Industry's collection since 1949. Cond: 4. **SOLD AT \$32,760.** *Bidding stalled on this largely original example at \$28k, and it was pronounced sold to a phone bidder under the \$35k low estimate. One of the earliest U.S. steam cars, and a cute way to go very slow.*

#507-1904 **OLDSMOBILE MODEL R Curved Dash runabout.** S/N 12978. Eng. # 50214. Black/black leather. Later 7-hp engine (vs. original 4.5-hp unit), white clincher tires on 28-inch artillery wheels. Two speed (plus reverse) transmission, chain drive to center



differential. Rear fenders rough, other body panels undamaged. Donated to the Chicago Museum of Science and Industry in 1932 by GM through the efforts of Ransom E. Olds. Cond: 3-. **SOLD AT \$55,575.** *An attractive and reasonably priced way to get from London to Brighton. In spite of the replacement engine, this was well bought by a phone bidder.*

#502-1904 **STEVENS-DURVEA MODEL L runabout.** S/N 219. Eng. # 195. Black/black leather. RHD. Very original, secured for the Chicago Museum of Science and Industry from the original owner in Maine by Charles

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1951 BSA 250cc C11. Ex-Steve McQueen. Used as his personal transportation on the set of *The Great Escape*. Continued ownership for decades until his death. Sold from his estate by his second wife, Barbara. Restored in the '70's with 246 miles since. \$49,000.



1976 Porsche 934. S/N 0161. Wonderful race history including Le Mans, Daytona, and Sebring. Modified to 934/5 configuration in-period. Once registered for the street! Fully restored and sorted a few years ago. Ready for the Le Mans Classic. \$295,000.



1976 Porsche 934. S/N 0162. Won the World Championship of Makes, 1978, with owner/driver Angelo Pallavicini. Later Daytona, Sebring, and IMSA history. Beautifully restored using all of its original factory body parts. One of 31. \$550,000.



1953 Woodhill Wildfire SII. Possibly one of the few factory cars. Believed Shorty Post frame with all Willys components. 161cid six cylinder, 3-speed w/overdrive, Dana 25 Willys rear end. The Woodhill starred in the racing film *Johnny Dark* with Tony Curtis. \$39,000

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E. Duryea. Seven-hp engine, 3-speed transmission. Missing brass headlamps and side lamps, still rides on the semi-pneumatic tires it was delivered on in 1932. Cond: 4. **SOLD AT \$139,000.** A great piece of automotive history with direct ties to one of the founding families of the industry. Remarkably original, it just needs a thorough cleaning to be the centerpiece of an early collection. Well bought at the low end of the estimated range.

#505-1907 SCHACHT MODEL K runabout. S/N 1647. Red & black/black leather. RHD. Twelve-hp dual-opposed water-cooled engine, dual chain drive. Buggy style wheels with good solid tires, remanufactured radiator, replacement coils. Paint checked, interior leather tired and stiff, floors ratty. In the Chicago



Museum of Science and Industry's collection since 1941. Cond: 3-. **SOLD AT \$44,460.** A good serviceable high wheel. Approximately 40 examples survive, and bidding on this example was lively in the tent as well as on the phone. The winning bid came over the phone at the high estimate of \$45k, and it was still a decent buy even at that price.

#503-1910 SEARS MODEL P Four Passenger motorbuggy. S/N 2321. Black/black cloth/black vinyl. Two-cylinder opposed 14-horsepower motor with one fan per cylinder. Dual chain drive, 72-inch wheelbase, tiller



steering on left. Large 38-inch artillery wheels with newer solid rubber tires. Looks very original but is in fair condition throughout. In the Chicago Museum of Science and Industry since 1972. Cond: 3-. **SOLD AT \$30,420.** This was the largest of the Sears models and is quite rare. It could easily be used as is, or it would be a simple restoration as all the pieces were present. Someone on the phone loved it enough to pay 50% over the \$20k high estimate to own it. Expensive, but find another.

#504-1910 SEARS MODEL G runabout. S/N N/A. Red & black/black vinyl. No engine or transmission, incorrect replacement wood body. 72-inch wheelbase, tiller steering, smashed rear light. Buggy-style wheels with



very poor solid tires, single kerosene headlight. Cond: 4-. **SOLD AT \$32,760.** Let's see now... no engine, no transmission, incorrect body. The bidding opened at \$2k, stalled around \$7,500, then jumped rapidly over \$20k, closing with a phone bidder at nearly three times the high estimate of \$12k. The absolute craziest sale of the auction.

#506-1911 STODDARD DAYTON MODEL 20 commercial wagon. S/N 1422471. Forest Green/black vinyl. RHD. Correct 4-cyl L-head monoblock engine, magneto ignition. Fabricated radiator with steel frame spray-painted gold. Fenders rough and chipped, undercarriage very dirty, brass dull.



New tires on proper 25-inch artillery wheels. Cond: 3-. **SOLD AT \$56,160.** The commercial wagon could change from a four-passenger car to a truck with its easily removed rear seat. In spite of the poor attempt to fake a brass radiator, this Stoddard Dayton showed well, and it was a good buy to a phone bidder below the \$60k low estimate.

#521-1915 CADILLAC MODEL 51 V8 4-dr saloon. S/N 145WB8C. Eng. # A10077. Emerald Green/green cloth. Long 145-inch wheelbase, custom body by CP Kimball & Co. Westinghouse air shocks, special-ordered



wheels and tires. Wood around windows needs refreshing. Twin electric fans in rear of car circulate warm air from radiator (the first heater?). Late JC Whitney-style taillights. Cond: 3-. **SOLD AT \$139,000.** Interesting history: First owner was Michigan telephone pioneer W. J. Moore. Many innovative features included telephones that he would hook up to wires on poles when the car was stationary and a radiator surround that could be used as a stove. One of the first production V8s in the U.S., and well bought at mid-estimate money.

#517-1916 RAUCH & LANG MODEL BX6 Electric brougham. S/N 60441. Columbia Blue & black/tan cloth. Odo: 3,433 miles. Restored exterior shows good paint and trim, interior is original and very tired. 90-volt motor drives rear wheels through a drive shaft and differential. Tall body looks like it can probably



be driven standing up. Cond: 2-. **SOLD AT \$70,200.** This is a tale of two cars: the exterior was a 1- and the interior a 4-. Electric cars are quite vogue now, and something like this would definitely turn heads. Well bought by a phone bidder at the high estimate.

**BEST BUY** #516-1918 LOCOMOBILE MODEL 48-2 Sportif touring. S/N 14760. Forest Green/tan vinyl/tan cloth & black leather. Largely original, with Locomobile marked gauges and lights. Repainted some years ago, original interior in remarkable shape. Preserved rather than restored throughout. Ex-General of the Armies John Joseph "Black Jack" Pershing, part of the Larz Anderson Auto



**1970 Mercedes-Benz 280SL #012902**

Ivory / Tan. Factory 4 speed, Euro lights. Fully restored, detailed. No rust / accidents. 2 tops, hardtop not restored. Fantastic car.



**1957 Mercedes-Benz 300SL Roadster #7500567**

Red /Tan. Older restoration in wonderful condition. Has competed five California Mille type events with no problems. Drive anywhere.



**1967 Ferrari 275 GTB/4 #10159**

Black / Tan, matching numbers. Excellent older restoration, known history, recent mechanicals. Drives as a Ferrari should.



**1970 Mercedes-Benz 280SL #014215**

Gray Blue/Gray Leather. Fully restored by us in '90s, 10K miles since. Two tops, A/C, Auto, Becker Europa, Euro lights. Outstanding car.

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Museum for over 30 years. Cond: 3-. **SOLD AT \$161,000.** *There must not have been many WWI buffs in the room, as this remarkably honest old car with General Pershing history sold for well under the \$175k low estimate to a phone bidder. Well bought.*

**#510-1924 MARMON MODEL 34 California Top touring.** S/N C85356. Eng. # 2610A. Dark green/black vinyl/black leather. Odo: 60,557 miles. Rust at rear of running boards, older repaint in original color is chipped and crazed. Nickel brightwork dull, rear bumper and brackets damaged. Spark



lever, ignition switch, tail lamp and clock missing. Largely original and dirty. Cond: 4. **SOLD AT \$58,500.** *Attractive body style with rare "California Top," which looks like a folding top but is fixed and has a headliner built in. Looks good from 100 feet, but will need a lot of work to be presentable close up. Bought over the phone and fairly priced below the \$60k low estimate.*

**#509-1929 FORD MODEL A mailtruck.** S/N N/A. Eng. # A1352542. Black & Olive Green/black vinyl. Odo: 412. Restored in the early '70s before being donated to the Chicago Museum of Science and Industry. Large paint chips on upper body, other paint still OK. No rear bumper, side-mounted spare. Nice USPS



accessories including mail bags and "U.S. Mail" brass padlock. One of approximately 20 examples thought to survive. Cond: 3. **SOLD AT \$46,800.** *This one scored very high on the "cuteness" scale. The paint chips on metal rear body were unfortunate, but it will be great fun to tool around the neighborhood and is likely welcome in any parade. Well bought at low estimate money by a phone bidder.*

**#543-1930 PIERCE-ARROW MODEL B convertible coupe.** S/N 2025478. Two-tone



green/tan cloth/dark green leather. Odo: 262 miles. Beautiful paint, interior, and engine compartment. Equipped with leather rumble seat. Very slight pitting on windshield surround, nice brightwork elsewhere. Subject of an eight-year restoration in its original livery. Cond: 2+. **SOLD AT \$117,000.** *Last seen at Christie's New York sale in June '03, where it sold at \$94,000 (SCM# 31307). A very striking Pierce-Arrow that will be a joy on the show circuit or on tours. The bidding opened at \$70k but stalled at \$100k, at which point the seller removed his reserve. Very well bought at well below the \$140k low estimate.*

**#537-1931 CADILLAC V12 convertible coupe.** S/N N/A. Eng. # 100241. Cream, salmon, & gray/tan cloth/tan leather. Odo: 48,937 miles. Restored in the '70s by Andrew Mau Jr. of New Jersey, now in tired condition. Paint dull, brightwork pitted, gauges poor but



complete. Has been in long term storage and has not been run in years. Will need complete mechanical recommissioning. Cond: 3+. **SOLD AT \$105,300.** *When freshened, this will be a very attractive CCCA Full Classic and a joy to drive. Properly bought at mid-estimate money, and there is still room to make it nice.*

**#512-1936 CADILLAC SERIES 90 V16 convertible sedan.** S/N 51102222. Black/tan cloth/brown leather. Odo: 16,620 miles. Fifty-two 154-inch wheelbase V16s were built in 1936, and this is one of four known surviving



examples. Customized in period with modified running boards and headlights built into front fenders. Engine covered with thick layer of dirt, both door handles on right side broken off, rear bumper sitting on ground. Paint chipped and dull, top heavily stained. Cond: 4+. **SOLD AT \$194,000.** *Nobody was very enthused about the custom features on this mammoth car, and the prospects of sinking a fortune into the restoration kept bidding down. The car was hammered sold to a bidder in the room at over \$100k below the \$300k low estimate, so perhaps there's enough of a margin left to support a restoration.*

**#541-1955 FORD FAIRLANE Sunliner convertible.** S/N U5PC161640. Eng. # EC29425A. Sea Haze Green & white/white vinyl/Sea Haze & white vinyl. Odo: 4,270 miles. 312-ci V8, 4-bbl, 3-sp. Continental kit and fender skirts. Paintwork good overall, brightwork pitted throughout. Tired interior



with dash, steering wheel, and gauges in need of refurbishing. Original 272-ci Y-block replaced with later 312-ci engine. Cond: 3. **SOLD AT \$38,610.** *This car looked more tired the closer you got to it. Although a desirable car in attractive colors, there are many nicer ones available at the same mid-estimate money spent on this one. Very well sold.*

**#515-1986 PONTIAC FIERO GT Pace Car Prototype coupe.** S/N 1G2AF37R6EP220268. Pearl white & bronze/gray & red leather. Odo: 5,200 miles. Built by GM for the PPG pace car fleet used in the CART Indy Car Series. Turbocharged 232-hp engine, flip up moonroof, unusual airscoop with integral flashing track safety lights. Built-in fire suppression system.



In very good overall condition. Cond: 2. **SOLD AT \$57,330.** *Even though it has a VIN number, the car is sold with a restriction from GM to all subsequent purchasers that it shall never be registered or driven on the street. In spite of that, bidding was heated, and when the hammer fell, a phone bidder had paid well over two times the \$25k high estimate for this piece of PPG/GM history. Well sold. ♦*

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# Work Trucks

How is it that reading "If you win this vehicle you'll make my wife very happy" instinctually has me wanting to make his wife happier than mine?

Report by Geoff Archer  
Market opinions in italics

**W**hen you have some serious work to do, you need a serious truck to get the job done. This month's collection should have just the rig for all your parts-running, stump-pulling, and car-hauling needs.

*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)*



#130242559663-1964 PEUGEOT D4B ambulance. Oxidized red/black vinyl. Odo: 81,250. 18 Photos. Tarzana, CA. "I purchased this ambulance about 15 years ago from the fire department in the town of Gap in the French Alps. I drove it to Belgium (about 700 miles) and shipped it to California. It has probably covered about 500 miles since then. It has been used as a 'Picture vehicle' in Los Angeles and has worked



in many films, TV series and commercials. The body is remarkably solid and rust free. No mechanical issues." Includes stretcher. 28 bids, sf 389, bf 288. Cond: 3-. **SOLD AT \$5,700.** Seller suggests "fair reserve price... represents less than what it would cost to purchase a similar model in Europe and import to the US." I am not sure what the reserve was, but at this sale price, I think such a vehicle would be very hard to replace. I don't know what you would want one for, but on replacement cost logic, you could have paid a few grand more.

#260200188807-1958 DKW van. S/N 22524599. Silver & white/gray vinyl. Odo: 35,765 miles. 24 photos. Joshua Tree, CA. "Restored to like new condition. Professionally painted inside and out. It appears better than new. Completely detailed in all areas. Orig. glass is in perfect condition as is the rubber weatherstrips. Has orig. emblems, nameplates, niornrows and alum polished trim is like new. Drives, runs and like new." 15 bids, sf 24, bf 122. Cond: 1. **SOLD**



**AT \$12,600.** Seller said, "This DKW VAN is possibly the best-restored example of this marque in the USA. It is priced accordingly." That's probably true. I'm surprised it found a winning bidder on eBay, but I think it might have made twice as much at the right physical auction.

#400008412907-1966 MERCEDES-BENZ UNIMOG car hauler. S/N 406133004336. Orange & yellow/black & orange vinyl. Odo: 109,900 miles. 23 Photos. Rochester, NY. "Here is car hauler like no other! It is not only functional but it has substantial collector appeal. Painted about 5 years ago... not up to show standards and does have some overspray and orange peel. Tonka emblems are magnetized and can be



removed. Powered by a 406 Mercedes Diesel with approximately 7000 hours. Hydraulics for the winch and platform operation function correctly. Watching the loading and unloading operation is fascinating." Dealer seller appears to have sold it offline. Cond: 3+. **NOT SOLD AT \$29,900.** Cleverly posed with a Pagoda SL, the seller mentioned, "This is perfect for the clas-

sic car owner who wants a classic car hauler to transport his/her classic car!" I was inclined to agree until I saw the 50 mph top speed, which was a huge constraint on practical use and probably kept the bids at bay.

#130157898823-1951 FIAT LEGNO FURGONE truck. Gray w/blue scuderia shields/brown cloth. Odo: 18,165 km. 36 Photos. Sonoma, CA. "This Legno was imported a couple of years ago as part of an estate sale. It is extremely original and functional... shows 18K kilometers. The Ferrari graphics were added by the last owner, the Woody conversion was done in Northern Italy in the 1950's. One repaint of



the original color many years ago." Wooden body with heavy patina, chrome pitted, interior complete but tired, dirty, and splitting. "It starts, runs and drives excellent." Petrified tires have me terrified. 21 bids, sf 296, bf 2018. Cond: 4+. **SOLD AT \$14,400.** A neat little vehicular accessory, especially (as the seller suggests) "amidst a Ferrari, Maserati, or any other Italian car collection." However, in this condition I don't think it should have fetched more than \$10k. Well sold.

#180303119629-1983 TOYOTA FJ60 Land Cruiser SUV. S/N JT3FJ60G5D0062768. Champagne/brown & tan cloth. Odo: 187,000 miles. 20 Photos. Frederick, MD. Exterior condition appears average. "ARB Front Bumper, Warn 12000 lb. Winch, Kaymar Rear Bumper with added Tire Carrier (passenger side) and Jerry Can Carrier (drivers side), Tradesman Roof Rack with Custom Box, Snorkel with Cyclonic Air Filter. [MATRACKS] Model 105M (non internal suspension) were bought used but were refurbished with new seals and brand new rubber. Repowered with a low mileage 1996 Cummins Turbo Diesel 6BT and



NV4500 manual transmission. 9 bids, sf 66, bf 101. Cond: 3+. **NOT SOLD AT \$4,050.** Seller's target was "the individual who requires comfortable transport across terrain which challenges normal vehicles." I'm thinking if your idea of cardio is reliving a Warren Miller film then it would have been OK to hit the \$29,500 Buy-It-Now button... Otherwise it's probably overkill for weekend runs to the garden center.

#270085969569-1939 DIAMOND T CABOVER flatbed. S/N OR68339. Baby blue/black leather. Odo: 6,452 miles. 24 Photos. Port Saint Joe, FL. "Creates enormous interest on the road. The design is pure 1930s art deco - just think of the famous Cord automobile and the Empire State building. Master craftsman professional took 9 years and over 4,000 hours to build after finding the NOS Diamond T cab over at the famous Portland, Oregon swap meet.



The 1975 Cadillac Eldorado front wheel drive doner 500 cubic inch engine provides power, renowned reliability, comfort and modern technology. Torsion bar suspension all around." 13 bids, sf 7, bf 26. Cond: 2. **SOLD AT \$17,878.** Somebody's gotta trump the Scarab transporter at Pebble 2008... OK, maybe this would be more appealing to the "Goodguys" crowd, but either way, this was certainly a good value for such a custom cool truck. Well bought.

#190171120041-1970 COLEMAN JET TUG tractor. S/N 572006. Gray & red/black vinyl. Odo: 23,934 miles. 15 Photos. Bonduel, WI. "THIS TRUCK IS A VERY HEAVY DUTY MACHINE. DODGE 318 C.I. V-8, AUTOMATIC TRANS. BUMPERS WEIGH 1 TON EACH!! IT IS NOT BUILT FOR SPEED, OR FOR THE HIGHWAY. TOP SPEED IS ABOUT 40 mph. IT MOVES TRAILERS VERY WELL IN THAT YOU CAN SEE THE BALL AS YOU BACK UP. THIS MACHINE CAN TOW ANYTHING UP TO A 747 AIRPLANE. YOU CAN STEER THE FRONT WHEELS AND THE REAR WHEELS SEPERATELY, SO YOU CAN MAKE THE TRUCK SNAKE SIDEWAYS IN FORWARD MOTION!!!! GREAT FOR PARADES!" 9 bids, sf 5, bf 307.



Cond: 3+. **SOLD AT \$2,247.** "No sir, I don't see you on the list of Monterey Jet Center party invitees... oh wait a minute... why yes, of course, we'll just have you slide in between the Enzo and the P-51. Well bought if you have a use for it. Even better if you collected sealed bids at the Jet Center..."

#280262469716-1971 KAISER M35A2 Deuce and a Half truck. S/N 053914222. Camouflage/olive drab vinyl. Odo: 36,526 miles. 18 Photos. Acton, CA. "This is a US issue 6x6 2-1/2 ton cargo truck... Has the steel hardtop on cab (removable) and pintle hitch w/ trailer air hookups. No serious rust. Adjustable spring ride seat. 6cyl LDT-465-1c multifuel engine with a D model turbocharger [has] 1468 hours on it.



Starts right up and runs/drives great. Has airshift front axle drive. Everything works as it should... no leaks." 7 bids, sf 1, bf 258. Cond: 4+. **SOLD AT \$1,575.** It's hard to call this a #3- versus a #4+ with such a vague description of rust, but either way, this looks like it was a fine buy for a green recruit to military vehicle collecting. Conspiracy theories aside, it was probably no accident that this auction ended on September 11... now that's what I call patriotic merchandising.

#110289291296-1974 PINZGAUER 710M troop carrier. S/N 5752847. Yellow/olive drab canvas/olive drab vinyl. Odo: 20,000 miles. 14 Photos. Carlsbad, CA. "Use this Pinzgauer for your landscape or nature photography, or for hunting and fishing. Because of the waterproof construction of the drivetrain, these units have been used in water depths of over 3'. The canvas is in great shape and should last for years. I can



tell you that with the top down, windows off, and nowhere and everywhere to go a pinzgauer is a joy to drive. Licensed in California until July 2009 - Look ma no smog!!! 1 Buy-It-Now bid, sf 12, bf 186. Cond: 3. **SOLD AT \$13,000.** How is it that reading, "If you win this vehicle you are going to make my wife very happy!" instinctually makes me want to make this guy's wife happier than my own if she found out I bought it? Lucky for him, somebody hit Buy-It-Now at what looks like a \$5k-\$10k discount. Lucky for me, my wife does not read SCM. ♦

# Fresh Meat

Online sales of contemporary cars.

## 2009 Mercedes-Benz SL65 AMG



**Date sold:** 09/24/2008  
**eBay auction ID:** 260288755769  
**Seller:** Mercedes Benz of Tampa, Tampa, FL, www.mboftampabay.com  
**Sale Type:** Used car, 414 miles  
**VIN:** WDBSK79F59F150648  
**Details:** Certified Pre-Owned, 604-hp 6L V12, Designo Graphite/ black AMG leather, loaded  
**Sale result:** \$169,865, 32 bids, sf 153, bf 131  
**MSRP:** \$194,700 (base)  
**Other current offering:** Mercedes-Benz of Coral Gables, Coral Gables, FL, www.billussery.com, asking \$220,000 for similar car with 3,269 miles.

## 2009 Mercedes-Benz SL63 AMG



**Date sold:** 09/27/2008  
**eBay auction ID:** 300259603270  
**Seller:** Private, eBay ID johnmiller6868  
**Sale Type:** New car, 68 miles  
**VIN:** WDBSK70F09F152269  
**Details:** 518-hp 6.2L V8, Diamond White/Stone AMG leather, Premium Package  
**Sale result:** \$140,200, 2 bids, sf 84, bf 4  
**MSRP:** \$135,000 (base)  
**Other current offering:** Mercedes-Benz of Sarasota, Sarasota, FL, www.mercedesbenzofsarasota.com, asking \$142,345 for similar white car.

## 2009 Mercedes-Benz SL600 Sport



**Date sold:** 09/25/2008  
**eBay auction ID:** 280271067944  
**Seller:** Straight Line Automotive Group, Dallas, TX, www.straightlineautomotivegroup.com  
**Sale Type:** Used car, 2,034 miles  
**VIN:** WDBSK77F29F145507  
**Details:** 515-hp 5.5L V12, Steel Gray Metallic/Stone  
**Sale result:** \$128,444, 1 bid, sf 256, bf 4.  
**MSRP:** \$139,100  
**Other current offering:** Hoehn Mercedes, Carlsbad, CA, www.hoehnsandiego.com, asking \$141,805 for similar Steel Gray car with 15 miles.

## When Guzzi Got it Right

The 1976–78 Le Mans set a standard for Moto Guzzi that was unsurpassed for decades, and it's still a bargain

by Ed Milich

There are few machines as beautiful, as practical, and as affordable as Moto Guzzi's 850 Le Mans. Produced only from 1976 to 1978, the Le Mans set a standard for Guzzi that was unsurpassed for decades.

Successor to the dashing 748-cc V7 Sport and Euro-only 750S3, the Le Mans added 8 mm more stroke, 100 cc more displacement, and curvaceous packaging. A stylish "bikini" fairing and sculpted tank combined sharp lines and gentle curves, though the fairing offered little wind protection and obstructed the rider's view of the instruments.

The Le Mans featured an oversquare (78-mm stroke x 83-mm bore) motor, mild cam, reasonable 36-mm Dell'Orto carbs, and the primary balance of a 90-degree V-twin to form a torquey, responsive motor. The Lino Tonti-designed frame was rigid and stable. The bike's power, handling, and reliability made it a practical daily driver, but also good for weekend blasts or the occasional tour.

Unlike earlier models with chrome-plated cylinder bores that flaked, the Le Mans used cast-iron bores. Like all Guzzi twins, the engine's front, rear, and crankpin bearings were plain journals. An automotive-style dry clutch connected the engine to a 5-speed transmission.

### Easy to work on, unlike bevel-drive Ducatis

Final gearing was shaft drive, with power passing through a geared rear drive box before reaching the rear wheel. Le Mans pistons are higher (10.2:1) compression, and the cylinder heads have larger combustion chambers and valves (44 mm intake/37 mm exhaust) than its 850-cc or 1000-cc Guzzi peers.

Early 1976 models have a unique rear fender with a built-in taillight and a sculpted, molded foam "bump stop" seat. Later models got a plastic taillight and a more durable seat. Guzzi manufactured its own 35-mm forks, which use (early cartridge-style) dampers from Sebac. Brembo cast-iron rotors with two-piston F08 calipers were featured all around, along with Guzzi's linked brake system.

An experienced wrench can normally complete a Le Mans service, including a complete fluid and filter change and a valve adjust, within an hour. Top ends last 50,000–70,000 miles and bottom ends are good for 100,000 miles. The motor can be overhauled without any shims, unlike bevel-drive Ducatis, and a skilled mechanic can replace connecting rod bearings in an hour via the removable oil pan.

Guzzi's twins such as the Le Mans achieve their longevity through beefy design. The clutch assembly weighs 25 lb, and lightening it is recommended. Electrics are fragile; plastic hand control buttons break off easily, and connections corrode rapidly. The Le Mans exudes the



typical Italian aversion to good electrical design; hand controls use a ground path that passes through the steering head bearings on the way to the battery's black terminal.

### Free-flowing (loud) mufflers

The transmission is awkward, with three shafts, inconsistent factory shimming, and six-dog gear engagement causing winces as the gearbox protests during shifting. Early versions of the brake calipers featured steel pucks that corroded and stuck—Brembo still sells retrofit kits with aluminum pucks. The stock steering dampers leak all their oil almost instantly.

The engine's original timing chain tensioner was a rubbing block of black rubber. Thirty years later, these have invariably decayed and are easily replaced with a modern spring-loaded version (\$50).

The typical sweet 850 Le Mans motor is complemented with a set of free-flowing (i.e. "loud") mufflers and a set of K&N filters. With otherwise stock trim, this will produce a motor with horsepower in the low 60s, but with a torque curve that is a Nebraska-flat 50 ft-lb from 3,500 to 7,500 rpm. Heavy front and rear cast 18-inch wheels and generous rake and trail make for a lazy, slow-steering machine. Lighter Astralite, Dymag, or spoked alloy wheels, preferably with modern 17-inch radial tires, improve the bike's handling.

The Le Mans is one of the most copied designs in Guzzidom, inspiring many riders of lesser Guzzi 850Ts, SPs and G5s to throw off their luggage racks and don the Le Mans tank, clip-ons, and side covers. Original Le Mans bikes are noted by the prefix VE on the engine case. Le Mans cylinder heads can also be identified by smaller M6 intake manifold bolts instead of M8s.

The Le Mans formed the basis of several successful Guzzi race bikes, including the first imported example in the U.S., which was tuned by Reno Leoni, raced by Mike Baldwin, and came close to winning the AMA Superbike class in 1977. In 2005 and 2006, vintage Superbike racer Will Harding won an AHRMA championship on the 1976 Le Mans he raced when new.

### Guzzi dropped the ball

As with other models in the small company's history, Guzzi dropped the ball with the Le Mans successor, the larger displacement, detuned CX100, whose engine came from the 1000-cc SP tourer. The 1981 850-cc Le Mans III revisited the earlier engine geometry, and the 1984 Le Mans 1000 raised the performance bar, but neither bike's DeTomaso-influenced angular design invokes the style of the 850 Le Mans.

The Le Mans is one of the most affordable 1970s classic Italian superbikes, and you can still find an original example between \$5,000 and \$10,000. Concours versions have barely entered five figures, unlike the 1970s bevel-drive Ducatis. This is likely due to Guzzi's lack of recent racing success, but in any case, 850 Le Mans ownership is one of the best-kept secrets in vintage motorcycling, and prices can only increase. ♦

#### Perfect Moto Guzzi Le Mans Owner:

Wears Italian leathers and keeps a 12-volt test light in his pocket

Rating (★★★★ is best):  
 Fun to ride: ★★  
 Ease of maintenance: ★★★  
 Appreciation potential: ★★★  
 Attention getter: ★★★★★

Years produced: 1976–78  
 Number produced: 7,000 approx.  
 Original list price: \$3,695  
 SCM Valuation: \$5000–\$10,000  
 Tune-up cost: Under \$60 DIY  
 Engine: 844-cc 90-degree V-twin  
 Transmission: 5-speed  
 Weight: 492 lb wet  
 Frame #: Steering head  
 Engine #: Left side, below oil filler  
 Colors: red, ice blue, white  
 Clubs: MGNOC  
 More: [www.motoguzzi.com](http://www.motoguzzi.com);  
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- '94 Bentley Continental R coupe . . . Black w/black, 33k miles
- '65 Austin Healey 3000 MkIII BJ8 . . . Cream w/black, restored
- '64 Jaguar 3.8 E-Type roadster . . . . . Black w/tan, only 28k mi.
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GM introduced its new concept, the Politician, designed for drivers who don't know whether they are coming or going. To improve handling and economy, the car will be rear wheel drive.

—Walter Meyer, Eagle, ID

**RUNNER UP:** No matter where the economy is headed, Detroit will be ready.—*Bob Peterson, Brooks, GA*

The doctors recommend Caddirac surgery.—*Nick Soprano, White Plains, NY*

Folks like dealing with Mr. Perkins; he's always up-front with them.—*Joe Goldblatt, Rockledge, FL*

Yes, I'm afraid this is the same Perkins fired for incompetence from GM's early front-wheel-drive R&D program.—*Paul Yokanovich, Stillwater, MN*

When a politician's promises meet reality.—*Stephen R. Miller, Muncie, IN*

The last remaining prototype of Cadillac's "Siamese" model.—*Rod Diridon, Jr., Santa Clara, CA*

Which "head" is ahead?—*Norm Sippel, Fairfield, CT*  
Cadillac Eldorado Bizarre'its.—*Jay Mackro, San Juan Capistrano, CA*

With a diesel at one end and a gas engine at the other, it is easy to price shop for fuel.—*Lorrie Peterson, Brooks, GA*

But George, are you sure that's where Harley said to stick the fins when you asked him about our special drive-in, drive-out



car. The bi-partisan design re-employs domestic union members using recycled materials.—*Mark Detwiler, Escondido, CA*

Spy photos of GM's attempts to hide foreign testing for its

new Tornado front-wheel-drive prototype (petrol prices in local currency per liter).—*Daniel Brenzel, Menlo Park, CA*

Yddac was I ere I saw Caddy.—*Kick Wheeler, New Milford, CT*

Well, the salesman says it gets 12 mpg, but it'll do 15 mpg in reverse.—*Bruce Delia, Peperell, MA*

Which way is Siam?—*Judy Cameron, Greenwich, CT*  
Delux Cadillac for sale, the ultimate for a backseat driver.—*Bruce E. Mortland, Oceanside, CA*

I was told to back up, but I'm not sure what that means.—*Chuck Taylor, Cypress, CA*

The Perkins boys were often overheard asking, "I wonder how the other halves live?"—*Pete van Hattem, SeaTac, WA*

Because he can see through the smoke, mirrors, and oddly formed sheetmetal of the political machine, Walter Meyer wins a soon-to-be-collectible official SCM cap. ♦

Behold the Beltway UAW and Green Lobby GM bailout concept

**Comments With Your Renewal**

My favorite monthly read.—*K. McGovern, Avon, CT*

Great magazine. I always enjoy the day when SCM arrives, and my wife chuckles at the humor I share from your evaluations.—*P. Berry, Santa Maria, CA*

You're just about perfect. Make sure you keep the motorcycles.—*J. Rutherford, Phoenix, AZ*

My favorite magazine by far. Leave out the motorcycles and it would be perfect.—*K. Martz, Fort Wayne, IN*

As a wife, I use your magazine as a valuable tool in getting "man chores" done around here; I hide it until he completes the list. Keep up the great writing, because it's working perfectly for me.—*B. Parks, Palouse, WA. Tricky. Unfair, but tricky.—KM*

I subscribe to about 25 car magazines and yours is by far my favorite. Thanks you.—*T. Gilhooly, Papillion, NE. 25?*

Look forward to each month.—*W. Houston, Denver, CO*

Keep up the great work.—*C. Rosen, Morgantown, WV*

Always the first magazine I read each month.—*L. Kinney, Scottsdale, AZ*

More sports cars, fewer pre-war barges. Great magazine.—*J. Ratto, Las Vegas, NV*

Best mag on the market. Keep it up.—*A. Wiener, Bohemia, NY*

Informative and fun to indulge in old car fantasies.—*B. Jayasekera, Los Angeles, CA*

Fabulous magazine.—*E. Pierce, Hypoluxo, FL*

I have been a subscriber for ten years and have enjoyed every issue from cover to cover. Looking forward to another ten years.—*R. Cooke, Elmwood Park, IL*

Keep up the great work.—*G. Arthur, Stillwater, MN*

Great mag, but please expand the "Alfa Bits."—*M. Patjens, Spanaway, WA*

I look forward to each issue. Keep it up.—*E. Christrup, Jenison, MI*

To see and hear so many makes and models of these great cars drive by my house on North Pacific Highway 1 sure makes SCM fun. Great work.—*D. Preston, Carmichael, CA*

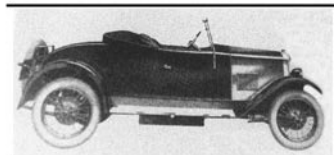
Great magazine.—*G. Preiner, Hillsborough, CA*

How about a profile on the Rolls-Royce Silver Cloud I?—*M. Cattalani, Rochester, NY.*

Best mag out there.—*C. Helms, Northbrook, IL*

And thanks to all of you for your thoughtful comments and your renewals.—*Keith Martin ♦*

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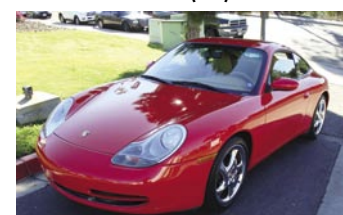
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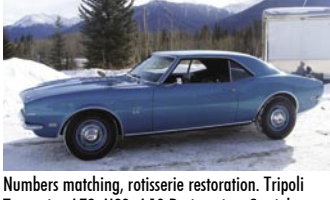
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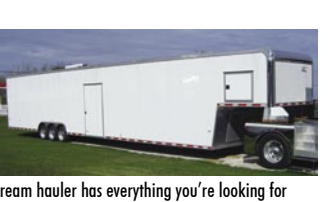
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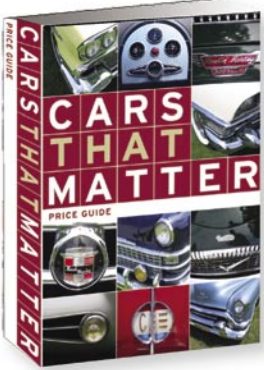


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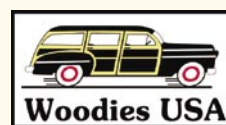
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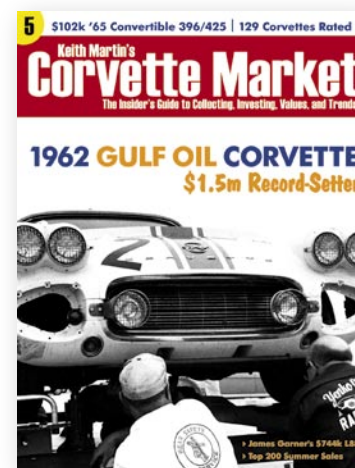
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## Striking Gold in Europe

Porsche #1's license, Mille Miglia program set, Brooklands 1907 inaugural brochure, 20,000 Maserati photos

**Carl's Thought** While wasting way too much time rambling through hyperspace in search of elusive treasures (to add to an over-flowing display case), I stumbled across an amazing auction of Motobilia. The auction was conducted by Automobilia Auktion Landenburg in Germany. Despite my efforts, I never did receive a catalog and only found a fraction of the offerings on eBay Live.

But what I did find was one-of-a-kind brochures and documents that excited the deep-pocket enthusiasts of the premier European marques. Prices, as you will note, were strong and they do not include the additional 3.8% VAT, 22% buyer's premium, and shipping that would get your piece to your door. Needless to say, nothing came my way, but it sure was fascinating.



**EBAY LIVE #160295181677—MASERATI PHOTO ARCHIVES.** Number of Bids: 2. **SOLD AT: \$17,776.** Date Sold: 11/08/2008. This lot (1826) included 20,000 photographs and negatives that were taken by technical photographer Ing Enio Golinelli between 1950 and 1990. They included almost all Maseratis built in that period, including the A6, 150S, and numerous prototypes. Also included are race teams, personalities and factory buildings. This was an amazing collection that could be the foundation for a serious book on Maserati.



**EBAY LIVE #160295179868—OFFICIAL MILLE MIGLIA PROGRAMS 1947-1957.** Number of Bids: 1. **SOLD AT: \$15,144.** Date Sold: 11/07/2008. The original Mille Miglia was run 24 times between 1927 and 1957. It was started in response to Brescia losing the Italian Grand Prix to Monza and was a 1,000-mile open road endurance race. Eleven of the races were run after the war and this lot (1031) included the complete set and was stated to be in excellent condition. At a touch over \$1,500 a program, including fees and VAT, these were pricey, but if the funds did not come out of the kids' college fund, then the new owner has a unique set that should be worth even more in the future.



**EBAY LIVE #160295182021—1936 SCUDERIA FERRARI VANDERBILT CUP MIXED LOT.** Number of Bids: 1. **SOLD AT: \$7,360.** Date Sold: 11/08/2008. This lot (1928) included a Scuderia Ferrari team photograph signed by Tazio Nuvolari and others, an official Vanderbilt Cup program, and a brochure of the trip to the U.S. with caricatures of Nuvolari and others. Nuvolari won the race and Brivio was third, driving Alfa Romeo 12 C-36s. It's a historically significant set of documents that belongs in the Nuvolari Museum in Mantua, Italy.

**EBAY LIVE #160295179875—1907 BROOKLANDS AUTOMOBILE RACING CLUB BROCHURE.** Number of Bids: 2. **SOLD AT: \$1,272.** Date Sold: 11/07/2008. The famed Brooklands racetrack opened in June 1907, and this 88-page brochure was from the Brooklands Automobile Racing Club, which had the interesting slogan "The Right Crowd and No Crowding." Their original 1907 Edwardian clubhouse now serves as the home for The Brooklands Club. This rare brochure was edited by Lord Montague and included numerous photographs of the participants and their vehicles. An amazing piece of early automotive racing history that did not seem too expensive.



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**EBAY LIVE #160295181632—PORSCHE LICENSE FOR PROTOTYPE 356-001.** Number of Bids: 3. **SOLD AT: \$80,173.** Date Sold: 11/08/2008. Offered as lot 1743, this included the original eight-page construction license for Porsche 356-001 with engine number 356-2-034969, dated June 15, 1948. It also included the registration confirmation, two photographs, one showing 356/1 behind a shed at the plant in Gmund and a negative showing the prototype with the top in place. The documents were, of course, in German and historically significant to the Porsche folks. Price paid was over-the-top and exceeded the high estimate by over 50%, and with premium and VAT the total pushed \$100,000. It is the only one, but still...

**EBAY LIVE #160295183122—1932 ENAMELED RACING BADGE.**

Number of Bids: 6. **SOLD AT: \$1,904.** Date Sold: 11/08/2008. This badge was from the 9th International Klau/Enrennen event and appeared to be in excellent condition. Badges from this era that feature race cars are sought after, but this one, even with great graphics, sold for all the money.



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