

172 Collector Cars Rated, Analyzed, and Priced by Our Experts

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

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January 2010

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Industry Players Pick Their Favorites for Arizona  
**The "Stolen Ferrari" and the \$5m Lawsuit**

'66 Aston DBSC Barn Find Over the Top at \$522k

**'70 Chevelle LS6 Shocks at \$264k—Drops \$1m in Just Four Years**

# THE Scottsdale Auction

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The Carlyle Blackwell, Ken Miles  
1956 JAGUAR D-TYPE SPORTS RACER  
CHASSIS XKD-528

1962 ASTON MARTIN  
DB4 SERIES II  
Coachwork by Touring



Formerly the Property of Ralph Stein  
1932 ALFA ROMEO 6C 1750 GRAN SPORT  
Coachwork by Zagato



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## Current Inventory

---

- 1949 Ferrari 166MM Barchetta  
Matching numbers Touring Competition Barchetta. (s/n:0024M)
  - 1957 Ferrari 250 GT Ellena  
Former MM participant. Race/Rallye ready. (s/n: 0785 GT)
  - 1965 Ferrari 330 GT 2+2  
Matching number entry level ferrari. (s/n: 6499)
  - 1971 Ferrari 365 GTB/4 "Berlinetta Competizione"  
Factory-built series 1 Competition Berlinetta. (s/n: 14437)
  - 1979 Ferrari 512 BB/LM  
1st of 25 built. Fully sorted, serviced and ready for use. (s/n: 26681)
  - 1984 Ferrari 512 BBi  
5,271 original miles. Perfect original example. (s/n: 52443)
  - 1949 Ford 988A Custom Station Wagon  
Nicely preserved survivor in very good condition. (s/n: 66141)
  - 1998 G-Force Formula Nippon 2-seater  
Specially built by G-force. Fully sorted. (s/n: GF-02)
  - 1927 Mercedes-Benz 630 Model K  
Ultra-rare, short chassis supercharged Sports Tourer. (s/n 32019)
  - 1964 Porsche 356/C Carrera 2 2000GS  
Matching numbers. Fully sorted and ready for all events. (s/n: 81079)
- 



- 1971 Ferrari 365 GTB/4 Alloy Competition Berlinetta •

Ex-Scuderia Filipinetti, one of four factory-built Series 1 Alloy Competition Daytonas. Upgraded in period and later sold to actor Paul Newman and driven to a fifth overall in the 24 Hours of Daytona.

# PRIVATE TREATY SALES



NEW CONSIGNMENTS 1962 ASTON MARTIN DB4GT ZAGATO (ONE OF 8 LHD) • 1960 EX-WORKS FERRARI 246 DINO SPORT

# AT KIDSTON SA



CLIENT PORTFOLIO 1928 MERCEDES-BENZ TYP 'S' 26/220 ● 1936 MERCEDES-BENZ 500K CABRIOLET A ● 1937 MERCEDES-BENZ 320 CABRIOLET A  
1949 FERRARI 166 INTER COUPE BY TOURING ● 1949 CISITALIA 202SC BERLINETTA ● 1955 FIAT 8V ZAGATO ● 1955 MASERATI A6 GCS BARCHETTA  
1966 FERRARI 275GTB/2 6C BERLINETTA ● 1968 PORSCHE 908 COUPÉ ● 1970 MERCEDES-BENZ 280SE 3.5 CABRIOLET  
1972 LAMBORGHINI MIURA SV ● 1976 LANCIA STRATOS GROUP 4 ● 1977 PANTHER SIX (ONE OF 2 BUILT) ● 1991 FERRARI F1/91 643 GRAND PRIX (EX-ALESII)  
1996 MCLAREN FIGTR (ROAD REGISTERED) ● 2004 FERRARI ENZO

*Please note that to respect client confidentiality not all motor cars available may be shown*

**48** Lola: part of the Unser legend



**40** Aston: one of two



**46** Chevelle LS6: muscle market collapse



## IN-DEPTH PROFILES

What You Need To Know

### FERRARI

- 36 1968 Ferrari 330 GTS Spyder—\$672,620 / Bonhams**  
The Ferrari that does no wrong, now priced accordingly.  
*Steve Ahlgrim*

### ENGLISH

- 40 1966 Aston Martin DBSC Coupe—\$522,415 / Bonhams**  
Touring-bodied barn-find, a stunner in price if not looks.  
*Paul Hardiman*

### ETCETERINI

- 42 1953 Alfa Romeo 1900C Sprint—\$90,302 / Bonhams**  
Post-war model for the masses continues to be a bargain.  
*Donald Osborne*

### GERMAN

- 44 1937 Mercedes-Benz 540K Cabriolet C—\$519,318 / Bonhams**  
A no-stories car with plenty going for it—like its attractive price.  
*Alex Finigan*

### AMERICAN

- 46 1970 Chevrolet Chevelle SS 454 LS6 Convertible—\$264,000 / RM**  
This was a million-dollar car four years ago. Ouch.  
*Colin Comer*

### RACE

- 48 1968 Lola-Colt T150 Indy Car—\$82,500 / RM**  
Talk about bang for the buck.  
*Thor Thorson*

## GLOBAL AUCTION COVERAGE

172 Cars Examined and Rated at Seven Sales

### RM AUCTIONS

- 52 Hershey, PA:** American classics take center stage, with 128 of 136 bringing \$8.7m.  
*Carl Bomstead*

### BARRETT-JACKSON

- 60 Las Vegas, NV:** Second annual Sin City sale sells 419 no-reserve lots for \$23m at Mandalay Bay.  
*Dan Grunwald*

### BONHAMS

- 70 Chichester, UK:** The Goodwood Revival sale sees 57 of 69 lots total just over \$6m.  
*Paul Hardiman*

### RM AUCTIONS

- 80 Los Angeles, CA:** Hot rods, customs, and racers bring \$6.7m at Icons of Speed & Style.  
*Ed Milich*

### MECUM

- 88 St. Charles, IL:** The annual Fall High Performance Auction totals \$11.8m, led by a '70 GTO Judge at \$371k.  
*Dan Grunwald*

### THE BRANSON AUCTION

- 94 Branson, MO:** Talbot-Lago T26 Record leads a \$3.5m day, selling for \$281k.  
*Chuck Leighton*

### EBAY MOTORS

- 100 Metropolitans** in every flavor.  
*Geoff Archer*

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1935 AUBURN 851 BOATTAIL SPEEDSTER  
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Roderick C. Egan, Auctioneer TX Lic. #13228

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**38** Sheehan on the Kroymans bankruptcy



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*Rob Sass*
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\$5 million lawsuit filed over a “stolen” Ferrari  
*John Draneas*
- 38 Sheehan Speaks**  
Kroymans bankruptcy in Holland puts Ferrari collection on the market  
*Michael Sheehan*
- 102 Bike Buys**  
Buying a Buell, as Harley pulls the plug  
*Ed Millich*
- 114 eWatch**  
Socony Oil rack and repop signs surprise at auction  
*Carl Bomstead*

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# Automobiles of ARIZONA

JANUARY 21-22, 2010 ARIZONA BILTMORE RESORT & SPA PHOENIX, ARIZONA

This coming January brings RM Auctions' 11th annual *Automobiles of Arizona* event during Arizona's famed classic car week.

This highly-anticipated sale will be extended to two days, with a Thursday evening auction featuring British motor cars preceding the traditional Friday auction. Noted in the past for its record-breaking success, *Automobiles of Arizona* will offer some of the most desirable cars in the world. A current list of available motor cars can be found on the RM Auctions website.



1947 FORD DELUXE SPORTSMAN  
CONVERTIBLE



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RM AUCTIONS



## Five Steps to Smart Collecting

In the collector car world, January is Arizona time. Last year, in an economic atmosphere that seemed considerably more bleak, 1,726 cars went to new owners, and \$133m changed hands.

This year, I predict we'll see a slight uptick in sales, perhaps 10%. If the surprising strength of the recent Sotheby's New York art sale is any indication (\$182m in sales against \$163m in high estimates), collector confidence is on the rebound.

Credit is still extremely difficult to get, and home equity loans are non-existent (as is home equity in many cases). That means the \$50,000 to \$100,000 cars that were being bought with cheap, borrowed money will continue to be a difficult sale, as their buyers simply don't have the cash they once did.

Cars less expensive than that are still pocket-change purchases to a lot of people, but to sell well they have to be very nice. As we've said before, people come to auctions to buy completed dreams, not projects.

At the other end of the spectrum, the cars above \$1m will bring less than they did three years ago, but that's just part of a natural corrective cycle. Expensive cars that have been properly restored or preserved and have no stories will sell relatively easily. Anything that is less than wonderful will be hard to move, and will require a deep discount.

### The five rules

As you get ready for Scottsdale (you are going, aren't you?), here are a few things to keep in mind. While following these maxims won't guarantee you a great car at a super price and endless happiness, ignoring them almost guarantees that your experience won't be a good one.

First, these cars are toys, so buy them with your toy money. Unless you are a dealer, collector cars, like anything you collect, should bring you pleasure in ownership and use first, and financial return second. Make your initial expenditure with avocational funds, not your mortgage or grocery money.

Second, buy something you have a use for. Part of the great pleasure in owning an old car is meeting other people who have similar cars, and doing things with them. If you buy a vintage Corvette and join a local club, you're sure to find other enthusiasts with cars like yours. You can tour together, go wine-tasting (okay, beer-guzzling, if it's an English car like an MG), attend conventions, join Internet groups, and invite a new group of people into your life.

That is what has happened to us with the vintage Land Rover 88 we bought a few months ago. The members of the Pacific Coast Rover Club are a busy group, and they enjoy thrashing their vehicles (where else would you see a rally course description that reads: "expect light damage"). Getting to know the Landie gang and participating in their events has brought a new spectrum of classic car awareness into our lives.

Third, buy the best car you can within your budget. This is the rule we all break most frequently. We tend to buy a lesser example of a more interesting car and figure we will "pay as we go" and restore it. Ask yourself if you're ready for the heartache of a restoration that will take twice as long as you thought, and cost twice as much.

That's not to say we are anti-restoration, but the best reason for a restoration is that you've located a rare model that you simply can't find elsewhere. Or, you restore cars yourself as a hobby and take great pleasure in making them like new.

Part of the fun of buying a car at a collector car auction is the immediate gratification of driving the car away once the finances are settled. You arrive home with your new toy, with no explanations, and everyone gets to enjoy what you just bought.

Fourth, decide what it is you want your car to teach you. I don't believe in buying the same types of cars over and over again, although I do have a soft spot for Alfas and would own as many Giulia GT Juniors as I could get my hands on.

But the learning factor—and the fun factor—are both quite high when you venture into car types previously unknown to you. Our 1959 Mercedes Ponton is that type of car for me; it has a column-shifted 4-speed and an interesting dual-cabureted inline-6-cylinder engine. I just learned that the turn signals are activated by rotating a chrome trim ring mounted on the steering wheel, a system I had not seen before. Each new-to-you collector car should represent setting out on a voyage of automotive exploration, where you learn about the way things were done in the era the car was built.

Fifth, and finally, do your homework. Find out if persimmon orange really was a factory color for a 1967 Austin-Healey 3000, or if you're going to have to wear the stupid-color dunce hat at the next Healey convention. Are the seats correct? Is the car really numbers-matching, or is that just what the seller is saying? The more value options add to a car, like having a big-block in a Corvette, the more careful you have to be.

Find out everything that is wrong or bad about a car before you bid. It doesn't mean you won't still buy it, but at least you will know what you are getting. My unhappiest purchases have always been those I have made spur-of-the-moment, with a steep, disappointing learning curve afterward.

### Aim for grins

To recap: Set your budget and stick to it. If you've got \$50,000 to spend, don't buy a \$100,000 car and then be angry at yourself every time you look at the car.

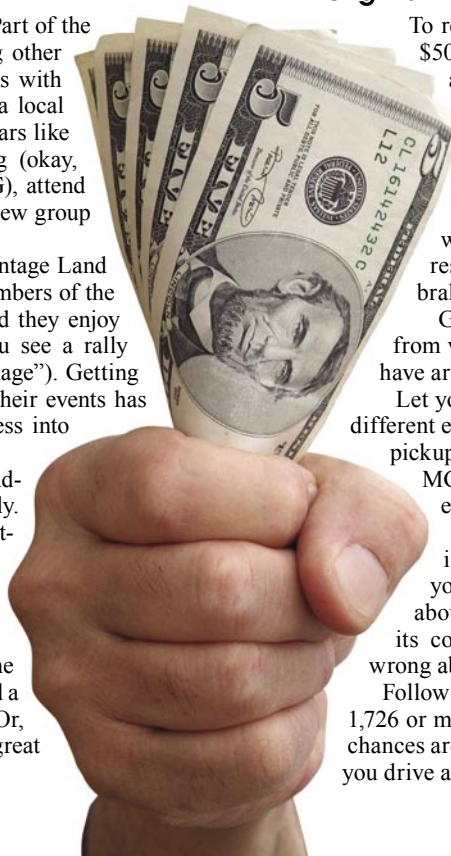
Buy a car that opens up new experiences to you. A pre-1958 car has the potential to be accepted into the California Mille, for instance. A Porsche of any kind will be your entrée into events from tours to autocrossing to track days. A Citroën will get you preferred parking at the local French restaurant, as long as it doesn't hemorrhage gallons of brake fluid and do the DS squat.

Get a car that is done. Pleasure comes from use, not from visiting a shop to see if your front suspension parts have arrived yet.

Let your car be your teacher. Try to introduce cars from different eras, and of different types, into your life. A vintage pickup truck will teach you different experiences than an MG TC. Collecting is about experiencing the differences between makes, models, and generations.

Know what you are buying. An informed buyer is a happy buyer, which means you can adjust what you are willing to pay, based upon what you know about a car, its original and current configuration, and its condition. Be the one explaining what's right and wrong about your car.

Follow these rules, and if you end up being one of the 1,726 or more people buying a car in Scottsdale this January, chances are you'll have that collector car smile on your face as you drive away across the Arizona desert. ♦



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1960 MERCEDES-BENZ 190SL ROADSTER



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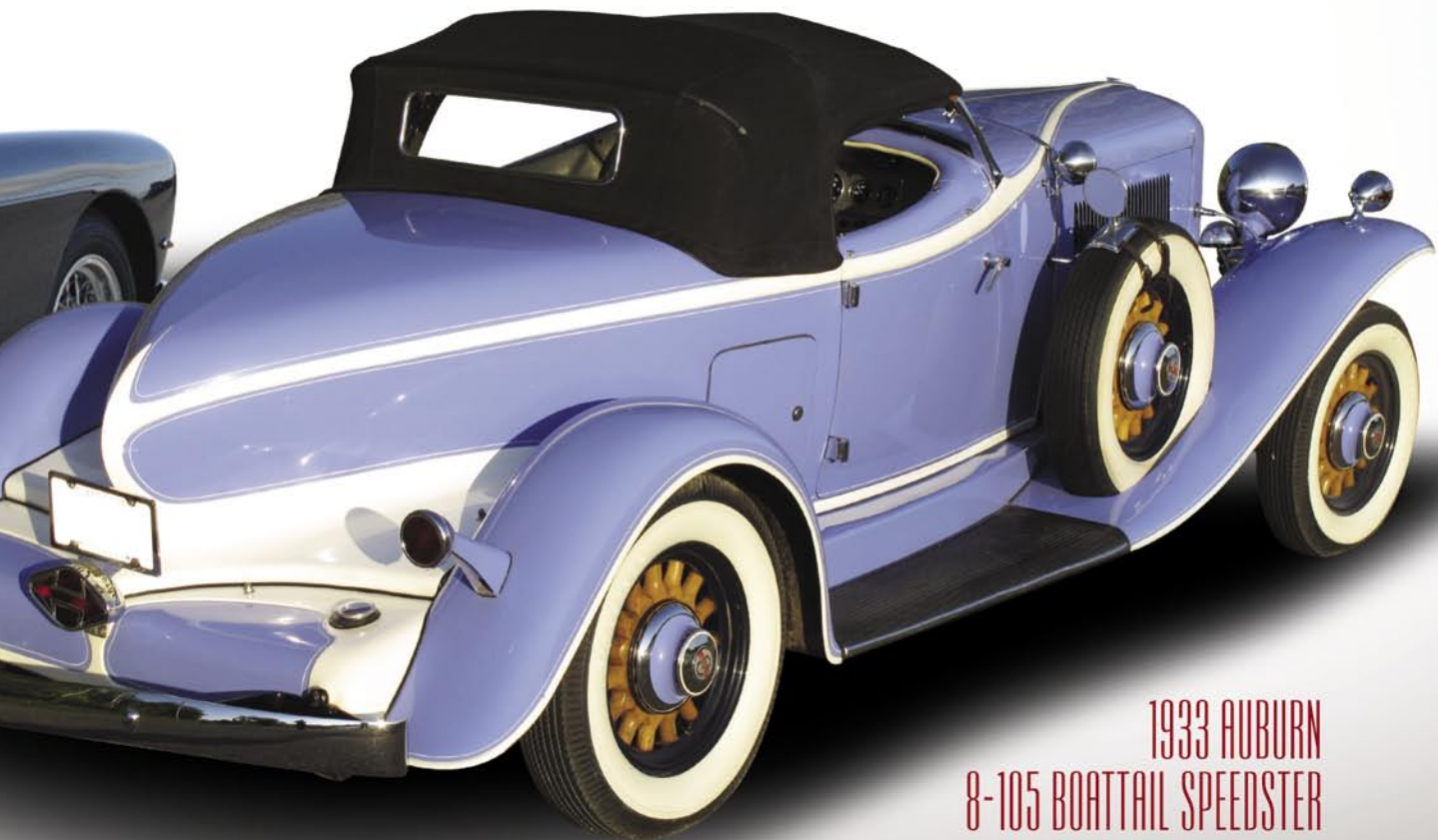
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1960 CHRYSLER 300 F NASCAR SPECIAL



1970 PLYMOUTH SUPERBIRD 440/6



1966 SUNBEAM TIGER



1974 DETOMASO PANTERA



1967 CHEVROLET CORVETTE 427/435 ROADSTER



1960 ALFA ROMEO 2000 SPYDER

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For more information about events marked with (\*), see our exclusive Arizona Insider's Guide, polybagged with this issue

**Dave Rupp—**  
**Fort Lauderdale Beach Auction\***  
**Where:** Fort Lauderdale, FL  
**When:** January 8–10  
**More:** www.ftlauderdaleauction.com

Over 300 cars are expected at this year's event, including a 1960 Jaguar XK 150S, a 1960 Bentley S2 drophead coupe, a 1953 Buick Skylark convertible, and a 1938 Packard Model 1604 Super 8 coupe.

**Kruse—Arizona 2010\***

**Where:** Glendale, AZ  
**When:** January 8–10  
**More:** www.kruse.com

Kruse moves to the Renaissance Glendale Hotel and Spa for its annual Arizona auction, which will feature an array of consignments at varied price points. They include the Ex-Howard Hughes 1936 Lincoln Model K boat-tail speedster, a 1957 Ford Thunderbird, and a 1946 Lincoln Continental convertible.

**Tom Mack—Charlotte in January\***

**Where:** Charlotte, NC  
**When:** January 8–10  
**More:** www.tommackclassics.com

Low-mileage originals will be featured at this year's Charlotte in January event, including a 1967 Chevrolet Impala 2-door hard top with 6,000 miles on the clock, a 1954 Dodge Royal 4-door with 26,000 original miles, and a 1987 El Camino SS that's traveled only 8,000 miles on its factory-installed tires.

**International Classic Auctions—**  
**January in Arizona\***

**Where:** Gilbert, AZ  
**When:** January 8–10  
**More:** www.icaauctions.com

Star cars at ICA's Gilbert sale include a completely restored 1967 Chevrolet Impala SS 427 thought to be worth between \$74k and \$84k, a 1970 Plymouth Hemi Superbird decoded by Galen Govier valued between \$225k and \$275k, and a 1965 Shelby Cobra roadster replica by Factory Five Racing that could bring as much as \$70k.

**Barrett-Jackson—Scottsdale 2010\***

**Where:** Scottsdale, AZ  
**When:** January 18–24  
**More:** www.barrett-jackson.com  
**Last year:** 1,075/1,075 cars sold / \$60.8m



1956 Maserati A6G/54 Berlinetta at Gooding

With over 1,000 cars planned to cross the block, this is still the biggest event in Scottsdale, and the Speed Channel's cameras will again be rolling as consignments cross the auction block. Stars at this year's event include a 1964 Corvette 327/375 convertible, a 1965 Corvette 327/365 convertible, and a 1956 Chrysler Phantom Custom wagon.

**Russo and Steele—**  
**Sports and Muscle in Scottsdale\***

**Where:** Scottsdale, AZ  
**When:** January 20–24  
**More:** www.russoandsteele.com  
**Last year:** 262/597 cars sold / \$17.5m

This tenth anniversary sale will offer 600 cars over five days, including a 1971 Plymouth 'Cuda 440/6-pack convertible, one of only four remaining 1960 Chrysler 300F "Specials," and a 1970 Chevrolet Nova SS 396 2-door sedan thought to be the only L89 aluminum head-equipped Nova built that year.

**RM Auctions—Automobiles of Arizona\***

**Where:** Phoenix, AZ  
**When:** January 21–22  
**More:** www.rmauctions.com  
**Last year:** 106/127 cars sold / \$18.2m

RM's annual auction at the Arizona Biltmore has been expanded with an additional night this year, dubbed "The British are Coming" and made up of a mix of British-made collectibles. Headlining this event is a 1963 Aston Martin DB4GT thought to be worth \$950k–\$1.2m. Other consignments include the 1954 Mercury XM-800 concept car and a completely restored 1958 Porsche 356 Speedster.

**Silver Auctions—**  
**Fort McDowell Arizona Auction\***

**Where:** Fort McDowell, AZ  
**When:** January 22–25  
**More:** www.silverauctions.com  
**Last year:** 199/443 cars sold / \$3.5m

Around 500 lots of American muscle, classics, hot rods, British roadsters, and pickups will make up this annual Fort McDowell auction, which is known as one of the most relaxed and laid-back events of the Scottsdale auction week. One of the headliners of this year's auction is a 1932 Studebaker St. Regis Brougham modified with modern running gear. It's estimated to bring between \$75k and \$100k.

**Gooding & Company—**  
**The Scottsdale Auction\***

**Where:** Scottsdale, AZ  
**When:** January 23

**More:** www.goodingco.com  
**Last year:** 84/101 cars sold / \$32.4m

Star cars at this year's Scottsdale auction include a 1959 Ferrari 250 GT Series I cabriolet known as the final example of just 40 built, a 1955 Jaguar D-type with period racing history and a complete restoration, and a rare 1956 Maserati A6G/54 Berlinetta in an unusual Mackerel Green over green leather color scheme.

**Mecum Auctions—**  
**Kissimmee High Performance Auction\***

**Where:** Kissimmee, FL  
**When:** January 28–31  
**More:** www.mecum.com  
**Last year:** 437/753 cars sold / \$16.4m

Around 750 consignments are expected at this year's Mecum Kissimmee auction, held at the Osceola Heritage Park and again covered by Mecum's live "Muscle Cars and More" television program on Discovery's HD Theater. Expect a heavy grouping of American muscle and classics to fill out the consignment list. ♦

## 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.

DECEMBER	JANUARY 2010	23—BONHAMS
1—COYS London, UK	7-9—MIDAMERICA Las Vegas, NV	Paris, FRA
4-5—AUCTIONS AMERICA Raleigh, NC	8-10—FORT LAUDERDALE BEACH AUCTION Fort Lauderdale, FL	23—GOODING & COMPANY Scottsdale, AZ
4-5—MECUM Kansas City, MO	8-10—KRUSE Glendale, AZ	28-31—MECUM Kissimmee, FL
5—CTS Sydney, AUS	8-10—TOM MACK Charlotte, NC	FEBRUARY 2010
6—BONHAMS & GOODMAN Sydney, AUS	16—COYS Birmingham, UK	6—PETERSEN Salem, OR
7—BONHAMS London, UK	16-18—ICA Gilbert, AZ	8-9—BARONS Surrey, UK
7-8—BARONS Surrey, UK	18-24—BARRETT- JACKSON Scottsdale, AZ	14—ARTCURIAL Paris, FRA
9—H&H Buxton, UK	20-24—RUSSO AND STEELE Scottsdale, AZ	15—SHANNONS Sydney, AUS
12—BRIGHTWELLS Herefordshire, UK	21-22—RM Phoenix, AZ	19-20—LEAKE Oklahoma City, OK
12-13—SANTIAGO Oklahoma City, OK	22-25—SILVER Fort McDowell, AZ	26-28—G. POTTER KING Atlantic City, NJ
		26-28—MCCORMICK Palm Springs, CA

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Vehicle and event information is subject to change without notice. Please refer to [www.Barrett-Jackson.com](http://www.Barrett-Jackson.com) for current information.



*Wheels of Wellness, part of the Arizona scene in January*

### SCM News

■ There's still time to register for the **2010 Corvette Market Scottsdale Insider's Seminar**, to be held at Barrett-Jackson from 9 am to 11 am on Thursday, January 21. The presenting sponsor is Barrett-Jackson Collector Car Insurance, and Bloomington Gold is among the other sponsors. Publisher Martin will once again moderate a panel of recognized Corvette experts, who will share their insights on the state of the market, as well as field questions from participants. The seminar is for SCM and CM subscribers, those whose cars are Bloomington-Gold Certified, and Barrett-Jackson registered bidders and consignors. You can register at [www.corvettemarket.com/2010seminar](http://www.corvettemarket.com/2010seminar), or email [seminar@corvettemarket.com](mailto:seminar@corvettemarket.com) for more information. See the ad on p. 99. (AZ)

### Industry News

■ RM Auctions has announced the addition of a Monaco auction to its 2010 European calendar. **The Sporting Classics of Monaco** will take place in the Grimaldi Forum during the seventh annual Historic Monaco Grand Prix. Consignments are now being

accepted. [www.rmauctions.com](http://www.rmauctions.com). (MCO)

### Events

■ If the holidays get you down, then perhaps the **New Year's Day Anti-Football Run** is just what the doctor ordered. The four-hour trip is about as bare bones as vintage rallies come, but you know you'd rather be driving your classic car on California two-lanes than watching football anyway. \$35. [www.californiamille.com](http://www.californiamille.com). (CA)

■ The **third annual Wheels of Wellness fundraising event** takes place January 17, and will showcase some of the world's greatest historic racing cars in an intimate and relaxed setting. Last year featured a pair of Ferrari 250 GTOs, a Corvette Grand Sport, Briggs Cunningham's Knobbly Lister-Jaguar, a D-type, and more, and racing luminaries in attendance included Lyn St. James, Bob Bondurant, and Vic Elford. Among those scheduled to attend this year's event is 2009 IndyCar Champion Dario Franchitti. Tickets are \$75, with proceeds benefiting the Wellness Community, which provides education, support,

and hope to families affected by cancer. [www.wheelsofwellness.org](http://www.wheelsofwellness.org). (AZ)

■ The **19th annual Cavallino Classic** gets underway in Palm Beach on January 19. This six-day Ferrari love-in features track days at Palm Beach International Raceway, a lecture series, parts and products vendors, a driving tour of the area, receptions, and the Concorso d'Eleganza, held on the lawn at The Breakers. The week wraps up with the Classic Sports Sunday at Mar-a-Lago Club, where other prestigious marques will join Ferraris on the lawn. Pricing and packages vary. [www.cavallino.com](http://www.cavallino.com). (FL)

### Transitions

■ Houston attorney and noted car collector **John O'Quinn** died in a car accident on October 29. His collection is estimated at 850 cars and includes a 1936 Mercedes 540K Special cabriolet, Edsel Ford's 1934 Model 40 speedster, and Pope John Paul II's 1975 Ford Escort. He was 68 years old.

■ **Frederick Bernard "Tom" Wheatcroft** passed away on October 31 following a long illness. He was a noted figure in British motorsport and the man

who brought Grand Prix racing back to Donington Park in 1993. And in the Donington Grand Prix Exhibition he also amassed the world's largest collection of historic GP cars, which spans the entire 20th century and includes machines driven by Nuvolari, Fangio, Stewart, Senna, and more. He is survived by his wife and seven children. He was 87 years old. ♦

## Event Calendar

1—**Anti-Football Run (CA)**  
[www.californiamille.com](http://www.californiamille.com)

1-17—**Dakar Rally (ARG)**  
[www.dakar.com](http://www.dakar.com)

7-10—**Silicon Valley Int'l Auto Show (CA)**  
[www.motortrendautoshow.com](http://www.motortrendautoshow.com)

9—**Winter Break Car Rally (NV)**  
[www.winterbreak.us](http://www.winterbreak.us)

10—**La Jolla Motor Car Classic (CA)**  
[www.lajollamotorcarclassic.com](http://www.lajollamotorcarclassic.com)

11-24—**North American Int'l Auto Show (MI)**  
[www.naias.com](http://www.naias.com)

14-17—**Autosport Int'l Show (UK)**  
[www.autosportinternational.com](http://www.autosportinternational.com)

15-17—**South Carolina Int'l Auto Show (SC)**  
[www.motortrendautoshow.com](http://www.motortrendautoshow.com)

15-18—**Utah Int'l Expo (UT)**  
[www.motortrendautoshow.com](http://www.motortrendautoshow.com)

17—**Wheels of Wellness (AZ)**  
[www.wheelsofwellness.org](http://www.wheelsofwellness.org)

19-24—**Cavallino Classic (FL)**  
[www.cavallino.com](http://www.cavallino.com)

20-23—**Kuwait Concours (KWT)**  
[www.concours.jp/en](http://www.concours.jp/en)

21—**Corvette Market Seminar (AZ)**  
[www.corvettemarket.com](http://www.corvettemarket.com)

21-24—**Northeast Int'l Auto Show (RI)**  
[www.motortrendautoshow.com](http://www.motortrendautoshow.com)

22-24—**Memphis Int'l Auto Show (TN)**  
[www.motortrendautoshow.com](http://www.motortrendautoshow.com)

22-24—**Mississippi Int'l Auto Show (MS)**  
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28-31—**New Jersey Auto Show (NJ)**  
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28-31—**Pennsylvania Auto & Boat Show (PA)**  
[www.motortrendautoshow.com](http://www.motortrendautoshow.com)

29-31—**West Virginia Int'l Auto Show (WV)**  
[www.motortrendautoshow.com](http://www.motortrendautoshow.com)

Jan 30-Feb 7—**Philadelphia Int'l Auto Show (PA)**  
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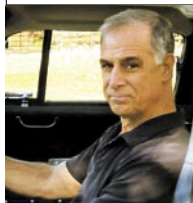
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**COLIN COMER** is the founder of Colin's Classic Automobiles in Milwaukee, Wisconsin, as well as SCM's resident Shelby expert. His fascination with cars began at an early age, and according to him, he never grew out of it. His expertise on car collecting has appeared in several publications and on television, and he is the author of the best-selling book *Million-Dollar Muscle Cars*, as well as the best-selling new title, *Complete Book of Shelby*. Comer is a diverse collector whose tastes range from American iron to Italian finesse. When he's not working, he regularly vintage races his historic B/Production 1965 Shelby GT350. He is a regular contributor to both *Sports Car Market* and *Corvette Market* magazines, and on p. 46 of this issue he profiles a 1970 Chevrolet Chevelle LS6.

**DANIEL GRUNWALD** and his wife Martha have been working together at D. Grunwald Jewelers in Geneva, Illinois, for almost 40 years. After a hard day at the jewelry bench working on the small, delicate scale, he seeks solace with a large hammer and wrench working on old cars and motorcycles. He's keen on American cars and European bikes, but nothing is off limits. If it "combusts fuel internally," Grunwald is interested. He believes there's no better way to learn old cars than to work on them yourself, and his current project is a 1966 Nova. In addition to his regular coverage of Mecum's Fall High Performance sale in St. Charles, which appears on p. 88, you'll find his report on Barrett-Jackson's second Las Vegas sale on p. 60.



**DAVE OLIMPI** devotes his time to the pursuit of combining business with his life-long passion for exotic automobiles. A classic car broker who loves all things Italian, Olimpi's career began when his neighborhood factory Ferrari dealership actually permitted him to come to work in the sales department. In the 1990s, he helped launch Ferrari of Washington (DC). Quick behind the wheel, his resume also includes two drives in the Sebring 12 Hours behind the wheel of an IMSA Porsche. He is a Ferrari Club of America concours Judge and is a regular at the Cavallino Classic in Palm Beach and Concorso Italiano in Monterey. This month he writes about the third annual St. Michaels Concours, and you'll find that story on p. 35.

**ROB SASS** was pre-ordained to accumulate strange collector cars after early exposure to his dad's 1959 Hillman Minx. Sass served as Assistant Attorney General for the state of Missouri and then as a partner in a St. Louis law firm before deciding his billable hours requirement terminally interfered with his old car affliction. His stable of affordable classics has included a TVR 280i, a Triumph TR 250, an early Porsche 911S, and a Daimler SP250. He currently owns a 1965 E-type coupe and a 1981 Porsche 911SC. He has written for *Business Week* and the *New York Times*, and has been SCM's "Affordable Classics" columnist for three years. He is most recently the author of the book *Ran When Parked*. This month, on p. 30, he looks at the Mk I Volkswagen Rabbit GTI.



# Sports Car Market

**Publisher** Keith Martin   
*keith.martin@sportscarmarket.com; 503.261.0555 x 210*

**Art Director** Kirsten Hegg  
*kirsten.hegg@sportscarmarket.com; 503.261.0555 x 202*

**Executive Editor** Paul Duchene  
*paul.duchene@sportscarmarket.com; 503.261.0555 x 206*

**Managing Editor** Stefan Lombard  
*stefan.lombard@sportscarmarket.com; 503.261.0555 x 203*

**Auction Editor** Jim Pickering  
*jim.pickering@sportscarmarket.com; 503.261.0555 x 208*

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

**Senior Auction Analysts** B. Mitchell Carlson, Carl Bomstead, Paul Hardiman (Europe)

**Auction Analysts** John Clucas (Australia), Daniel Grunwald, Jérôme Hardy (Europe), Chip Lamb, Norm Mort (Canada), Dale Novak, Phil Skinner

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

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

**Operations Manager** Jennifer Davis-Shockley  
*jennifer.davis@sportscarmarket.com; 503.261.0555 x 207*

**Senior Web Developer** Jerret Kinsman  
*jerret.kinsman@sportscarmarket.com; 503.261.0555 x 212*

**Information Technology/Internet** Bryan Wolfe   
*bryan.wolfe@sportscarmarket.com; 503.261.0555 x 215*

**Financial Manager** Nikki Nalum  
*nikki.nalum@sportscarmarket.com; 503.261.0555 x 205*

**Strategic Planner** Bill Woodard

**Print Media Director** Wendie Martin  
*wmartin@enthusiastmediagroup.com; 206.427.1652*

**Executive Producer, SCM Television** Roger Williams  
*roger\_williams@earthlink.net*

---

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## PLEASE CONTACT

### MILES MORRIS

CONNECTICUT

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### MARK DONALDSON

HAMPSHIRE, UK

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All letters are subject to editing. Please address correspondence to SCM, P.O. Box 4797, Portland, OR 97208.  
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## X1/9, a spectrum

To the Editor

Kudos to Rob Sass for his accurate account of the very affordable Fiat X1/9 (November, "Affordable Classic," p. 26). I've owned three X1/9s of varying vintages over the years and concur with his description of this diminutive Fiat as "the poor man's Ferrari." Sass is right on the money: slow, yes; handling, incredible; looks, awesome; cost, un-Ferrari-like!

Basic tune-ups and oil changes were challenging but not impossible, and I left the timing belts to the experts. Changing the front and rear brake pads was ridiculously simple—jack up the entire side of the car, replace the pads, bleed the lines, remount the tires, test the system, and one side was done all in about a half hour.

My 1982, the last one owned, was the best performing and most advanced of the Fiats. The engine ran nicely, it had reasonable build quality, a nice interior, superb handling, and an ugly color (medium red metallic). The 1979 I purchased new from the dealer was Bordeaux with a tobacco interior and absolutely gorgeous. It was similar to the '82 in many respects, except the engine performed poorly. When queried, my mechanic explained that the smog devices put the curse on the 1,500-cc four-banger. What a shame!

The best of the bunch was my 1974. It was medium green. The controls were vintage '60s and simple. Rusty bumpers were a problem, as were the anorexic tires. The thing was basically an oversized go-kart, and the 1,300-cc would sing right to the redline. I bought it as my first car in 1977 for the paltry sum of \$1,200. I bolted on an ANSA exhaust and changed the air cleaner, all in the hope of seeking out a couple extra horses, and I was the coolest guy on campus. I wish I had her back.

I do have one question, though: Does anyone know what X1/9 stands for?—**John Brescia, Purchase, NY**



“Dealer support and parts availability? Your chances of growing tomatoes on Jupiter were greater than finding a tech who could successfully work on these cars”

I normally enjoy Rob Sass's "Affordable Classics" articles, but his recent recommendation of the Fiat X1/9 left me wondering if he had written this while under the duress of swine flu.

He laments the fact that the production of the inexpensive sports car in the 1970s was going the way of the Spotted Owl but states Fiat was the only company "to answer the challenge... in a way that was nothing short of brilliant." Wrong on both counts.

If memory serves—and I think I have an example sitting my garage from 1970—the Datsun 240Z was the car that met that challenge, not the Fiat X1/9. Datsun's success in SCCA racing and its victories in marathons like the East African Rally made the 240Z one of the most sought after sports car produced at that time. The X1/9 was a road apple compared to Nissan's Shogun. There is no comparison.

I was in graduate school when the X1/9 was delivered to the U.S. And while the handling might have been acceptable, you could read the New York Times, cover to cover, before the car reached 60 mph from a

standstill—assuming, of course, that the drivetrain would hold up long enough to get you there.

Reliability was not their strong suit. I knew a number of people who had suffered through a very short love affair with these cars, and their dependability was at its best when hooked to a tow truck. Dealer support and parts availability? Your chances of growing tomatoes on Jupiter were greater than finding a tech who could successfully work on these cars.

This was Italian engineering at its worst. The reference to the gentleman who owned one with 388k miles means, to me, that he either achieved this feat by having the car placed on a car carrier and driven around the country for five years, or he hooked up the odometer cable to a DeWalt drill press, turned on the switch, and walked away for six months.

Just because we are in a global economic downturn doesn't mean that a "poverty of ideas" mentality should permeate the "Affordable Classics" pages of SCM. If readers want to take a chance with this unremark-

able and unlikely two-seater, the only thing I can do is quote my 8th grade Latin teacher: *cave canem*—**Dan Hampton, Galesville, WI**

**Rob Sass responds:** Thanks for your letters, John and Dan. We were prepared for a rash of comments on the X1/9, and we were not disappointed. For tiny, cheap cars, they sure are polarizing. And not surprisingly, the comments were either overwhelmingly positive or overwhelmingly negative.

Mr. Hampton, you are absolutely correct about the reliability and service issues and the lack of competent tech support when the cars were new. I was once told by Bill Baker, Fiat's North American PR head, that Fiat dealers never had X1/9 service manuals in English.

Where I disagree is the comparison to the 240Z. While a screaming deal in late 1969 at just over \$3,500 (for those fortunate enough to buy one at list price), by the 260Z's arrival in 1974, the price had ballooned to well over \$5,000, and most people paid far more. The market segment to which I was referring was the small, absolute entry-level sports car segment consisting of Triumph Spitfires, MG Midgets, and the X1/9's predecessor, the 850 Spider. The Spitfire and Midget died at the end of the 1970s, and they were among the last sports cars in this segment. Fiat was the last to try to market a new sports car at or near the absolute entry level, and they should be remembered for at least trying. Surely if Kia and Hyundai can build a new small sedan today for \$12,000, they could do a sports car at the same price point if they cared to.

## Before purchase

To the Editor

Kudos to Mike Sheehan for his great October and November articles on the importance of a pre-purchase inspection (PPI), something near and dear to me ("Sheehan Speaks," p. 34). Between 1980 and 2000 I did hundreds of PPIs, about 98%



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of which were for Porsche 911s. All were done under carefully controlled circumstances, at my shop, and I steadfastly refused to do a PPI off-site. I dealt with angry sellers, grateful buyers, and everyone in between, and, thankfully, was never sued.

During that period, I put together a set of guidelines which I touch on in my book, *The Used 911 Story*, and I also wrote an inspection outline for the web site Rennlist.com, which is featured on their 911 forum. I developed my personal “norm” for 911s in order to be consistent with my own evaluations. I don’t believe, generally speaking, that there is a “norm,” because a 25-year-old mechanic can’t possibly be expected to see the same deficiencies in a 50-year-old car as will a 65-year-old mechanic who might have worked on that car when it was in its prime.

Every PPI technician should be aware that when he takes on a PPI he is expected to check a car thoroughly enough so that he can give a prospective buyer a snapshot of the car’s past, as well as some of what the future holds for the car. This is where the term “expert” becomes a mandatory part of any PPI equation. One can’t assume that a Corvair mechanic can perform a PPI on a Maserati, but one might assume that a Porsche mechanic with 20 years experience can do a competent PPI on a 1989 911. But if the car in question is a 1961 356, it might be better to locate a Porsche mechanic with a solid background with 356s.

I don’t feel a PPI is ever a see-all, know-all, be-all inspection, but I firmly believe the PPI technician’s ability and experience can separate what one PPI might report about a car compared to a second report for the same car. I’ve spoken with people who have told me about a “mechanic” who leisurely strolled around a 911, pronounced it “good to go” without even opening the engine lid, and called that a PPI. A more thoughtful mechanic would approach the same car, write up an invoice, and three to four hours later would provide a written report on the car, and call that a PPI.—**Peter Zimmermann, Bakersfield, CA**



“Every PPI technician should be aware that when he takes on an inspection, he is expected to give a prospective buyer a snapshot of the car’s past, as well as some of what the future holds for the car”

### Another C-type perspective

To the Editor

I enjoyed János Wimpffen’s piece in the November issue on the ex-Phil Hill C-type sold by RM for \$2.53m (“English Profile,” p. 36). However, I must take issue with his comments about the value of these cars. As a lawyer in this field, I have handled or have direct knowledge of various private treaty sales of C-types over the last ten years. The days of buying a C-type “in the \$700k–\$900k range” lie buried in the early years of this decade. And if you offered the owner of the 1953 Le Mans winner “a tad more than \$2.5m,” you would undoubtedly be asked from which planet you had just landed.

That the lucky buyer of XKC007 made a good bargain is confirmed by the number of of-

fers he has since received to sell the car, in three cases for around \$1m more than he paid.—**Martin Emmison, London, U.K.**

#### Keith Martin responds:

Thank you for your letter, Martin. SCM’s mission is to cover the auction business, which relies on verifiable public sales to help establish values of collector cars. Private treaty sales, essentially unverifiable, are outside our purview. The SCM Price Guide pegs C-types at \$2m–\$2.75m for good cars in #2 condition; we agree that we should have defined the condition of “garden variety,” lesser cars more explicitly. We look forward to the next public sale of a C-type and will report the value assigned to it in the open market at that time. ♦

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### Oris RUF CTR3 Chronograph

The latest offering from Swiss watchmaker Oris is an interesting collaboration with RUF, which is famous for modifying Porsches into some of the fastest road cars in the world. The new watch, known as the RUF CTR3 Chronograph, is just now arriving at Oris retailers worldwide. For many years Oris has been an active sponsor of the Williams F1 Team and drivers like Kazuki Nakajima and Nico Rosberg. This limited-edition model marks their first cooperation with RUF.

Crafted of lightweight titanium, with a durable ceramic tachymeter bezel ring, the case of the Oris CTR3 is a support for an “all dial” watch. On that dial, the watch’s two design teams achieved complication without overcrowding and legibility without sacrificing detail. Design elements and coloring of the dial match RUF dashboard elements and the tachymeter scale’s highest speed is 375 kph, (234.3 mph), which refers to the CTR3’s top speed.

One of the most distinctive features of the CTR3 is that the watchcase appears to have no lugs in the traditional sense. The connection between the case and the strap is a pair of steel horns fully integrated into the strap and which don’t frame the strap’s outer edges. The effect of this unique design is to draw attention to the dial and for the strap to flow seamlessly from it. A further benefit is that the lugs do not add to the overall size of the watch, allowing all of the 44.5 mm of the case to feature the dial. The horns are hinged where they join the case, so the watch strap will drop around any size



wrist, rather than a traditional fixed lug that has no freedom of movement. At the back of the strap is a steel folding buckle to allow comfortable and quick fitment.

An area that has always been a point of failure on water-resistant watches is the locking crown system, which is usually designed as a set of fine threads inside the crown, secured to a corresponding set of threads on the case tube. After hundreds of uses, this eventually strips and

requires replacement. The new Oris quick-lock crown system requires only a quarter-turn to unlock and re-lock and greatly enhances ease of access, reducing wear and tear. Water resistance of the case is rated to ten atmospheres, or 100 meters.

The engine in the Oris CTR3 is the ETA 7750, which is a workhorse of the watch industry. It has a bi-directional automatic winding, 25-jewel Swiss movement with a power reserve of 42 hours and a calendar. The chronograph system allows quarter-second timing with recording hands for events up to twelve hours.

The side of each watch case is engraved with the limited-edition serial number of the 3,000 that will be produced. With a retail price of \$3,850, these watches are competitively priced and should sell quickly. Oris is known for value and quality, and this new racing chronograph seems to be no exception.

#### Model Details

**Production Date:**

Available fall 2009

**Best place to wear one:**

On the Autobahn, behind the wheel...

**Ratings (★★★★★ is best):**

Rarity: ★★★

Durability: ★★★★

Parts/Service Availability: ★★★★★

Cool Factor: ★★★★★

**Web:** www.oris.ch

### Neat Stuff by Stefan Lombard

#### The sound and the fury

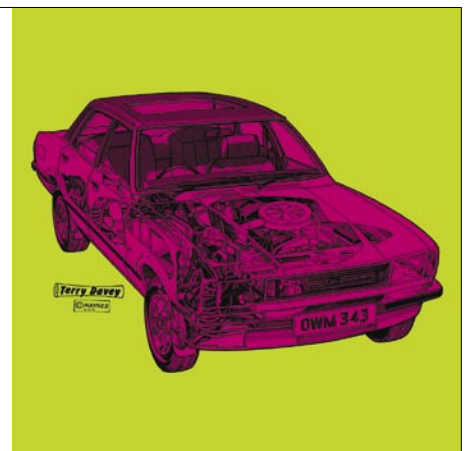
If your daily driver is a fuel-sipping, sensible 4-cylinder sedan that leaves something to be desired off the line, you can still give the boy racers something to think about at the next stoplight with the SoundRacer. Available in both V8 and V10 trim, SoundRacer is a gizmo that plugs into any lighter or auxiliary outlet. Simply set its frequency to an empty radio station on your stereo, blip your throttle once to sync the unit to your car’s revs, then go. SoundRacer turns your car’s exhaust note into that of a V8 or V10, and the sound is surprisingly accurate. Just make sure you’ve got good speakers, or the crackling and cutting out is going to give you away. \$40. www.soundracer.se.



#### Not your father’s wallpaper

British graphics firm Surface View is known for its bold wall-sprawling designs, which include everything from forest scenes and Marvel comics to globe artichokes and naval blueprints. And now they’ve added Haynes Manuals. The new line features huge, digital reproductions of Haynes illustrator

Terry Davey’s excellent cutaway work, and they make an excellent backdrop and conversation piece for your garage or your living room. Background colors are customizable, and all pieces can be printed in several different ways to suit the space, including both mounted and unstretched canvases, mounted prints, aluminum dry mounts, self-adhesive prints, triptychs, and more. Prints start at \$50; large murals begin at \$625. www.surfaceview.co.uk.





# OUR NIRVANA

Some do yoga.  
Some trek to Nepal.  
Some do that thing where they only drink lemon juice  
and maple syrup for 40 days.

But for us, what we do, is get in an old car and drive.  
No A/C. No GPS. No passengers.  
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When you say - "This is it. This is what I live for".  
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not glamorous.  
Something to be used; not something to be pampered,  
Something that 30 years from now when you pass it to your kids  
they say, "Wow" - and not "Whoa".



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HAWAII

Learn more and find a dealer near you at: [www.bathyshawaii.com](http://www.bathyshawaii.com)

## 1967 Porsche 911S

This icon of the sports car world has been modeled by more companies more times than I can count. Seemingly every configuration imaginable has been made, yet there continue to be some voids with regard to either quality or an obscure variation.

One such void has just been filled by AutoArt of China, which has released its much anticipated 1:18-scale rendition of the 911S, said to be a 1967 version. This 911S is painted in a flawless fine metallic silver, but AutoArt also offers the model in Ivory with black interior.

The company nailed the shape and overall stance just perfectly. Fit and finish are to the same high level as that of the real car, except miniaturized.

The model features opening doors, hood, and trunk, along with posable front wheels and the surprise of working sun visors. The interior, though well done, noticeably lacks any of the bright trim pieces on the simple door panels. I would gladly give up separate working sun visors to have the doors properly finished. Other than that, inside everything else has been pretty well attended to, including details such as the shift pattern on the gear knob, floor-mounted pedals, hand brake and heat controls buried between the seats, well-scaled gray carpeting, legible gauges, separate 911S badging on the glovebox door, and the list goes on.

Windows are crystal clear, though with a bit of distortion due to thickness and type of plastic used. They are also surrounded by crisp, superbly plated chrome trim, and both front and rear windows have simulated black gaskets, a nice touch.

Around back, you can open the deck lid and be treated to the well-replicated flat-6, with all the components and a reasonably good complement of hoses and wires. Neatly done, but the liberal use of unpainted plastic parts does take away from the overall effect. That said, and to its credit, AutoArt has applied all the many labels around the opening and on the fan shroud. If you turn her over, you'll find that the entire engine and transmission have been made and are finished off with the massive exhaust and muffler system. Oh, yeah, there's full underside and suspension (non-functional) detail as well.

Outside, all parts save for the washer jets are separate pieces. The plastic wipers are a little weak, but not too noticeable given their black color and position. Making up for them are the delicate door handles, which even have separate black gaskets at both ends of each. The lenses for head, fog, and taillights are jewelry. The engraving and finish of each is flawless. Very convincing too are the Porsche crest emblems on each wheel center, and the pièce de résistance is the separate multi-colored emblem on the nose. It's a great model and reasonably priced at \$114.95.

Available from AutoArt, Gateway Global, Inc.  
Tel: 562.623.0210.



### Model Details

**Production Date:** 2009–present

**Quantity:** They'll never tell, but I'd guess around 5,000 of each color

**Ratings:**

Overall Quality: ★★★★★

Authenticity: ★★★★★½

Overall Value: ★★★★★

**Web:** www.autoartmodels.com



## The Brothers Rodríguez

by Carlos Eduardo Jalife-Villalón, David Bull, 2009, 592 pages, \$139.95, Amazon

The story of Pedro and Ricardo Rodríguez is truly worth telling. They came from money, had a passion for motorsports on two wheels and four, had success in whatever they raced, and both died in competition. That's the 24-word version.

Author Carlos Jalife-Villalón is just a bit more detailed. Complete. Exhaustive. His profile of the glamorous and blindingly fast brothers checks in at nearly 600 pages, with nearly 4,000 photos. Heck, it weighs as much as a big roast or a small turkey.

But *The Brothers Rodriguez* is no turkey. Instead it is a readable journey through the too-short lives and careers of racers who became heroes in their own country, set against the backdrop of racing in the 1950s and '60s, populated with the biggest names in the sport.

Ricardo was the youngest of the pair, and his precociousness on motorcycles led to his first Mexican national title at 14. By the next year, in his international four-wheel debut, he won the under 1.5-liter class at Riverside at the age of 15. At 18, he was the youngest ever on the podium at Le Mans, and at 19 made his debut in F1 in a Ferrari. He was dead at 20, his promise unfulfilled, crashing a Rob Walker Lotus at the non-points Mexican Grand Prix in 1962.

Pedro's career was longer, and he was considered by many to be the best wet weather driver of his era. His F1 career spanned nine years and two wins, but his sports car record included wins at Le Mans and Daytona, plus a varied career that even included two NASCAR races. He, like his brother, was killed racing (in a Ferrari 512 M at the Norisring), at the age of 31.

Two bright lights of motorsports, one family, and one amazing story after another at the hands of family biographer Carlos Jalife, that sums up *The Brothers Rodriguez*.

**Provenance:** ★★★★★

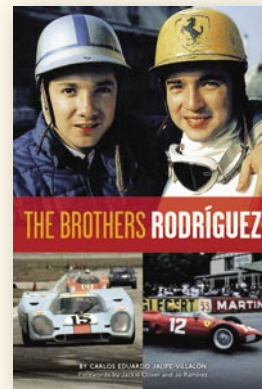
Carlos Jalife manages the Scuderia Rodriguez, the family-run foundation keeping alive the memory of Ricardo and Pedro. He wrote *The Brothers Rodriguez* in 2006, and it was translated into English in 2009. Jalife's access to the entire archive makes this the definitive work on the racing family.

**Fit and finish:** ★★★

A huge number of photos from a variety of sources (including reproduced newspaper half-tones) fill the book, along with an amazing level of detailed recounting of their lives and racing. A lovely, simple design gets out of the way of both.

**Drivability:** ★★★★★

*The Brothers Rodriguez* is astounding, in both a good and bad way. For those with the appetite, the level of detail is uncompromising; for those with a more casual interest, it is overwhelming. Whichever way you lean, this book demands a place on the shelf of any serious motorsports collection.



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Pick three cars—preferably from your current inventory—that you think will do well in Scottsdale. What do you think they'll bring and why?



**Todd Blue,**  
CEO, *indiGO Classic Cars, Louisville, KY*

As we have come to realize, this current market represents interesting times. Some cars are elastic and others have less elasticity in relation to market swings.

Ferraris appear to be the most elastic regarding market swings: Many collectors, dealers, and aficionados report that certain limited-production Ferraris are continuing on an upward path. There are a number of motorcars which represent exceptional collectible value in the \$250k-\$350k price range and could do very well in Scottsdale this January.

One of these cars is the Ferrari 206 Dino. As an all-aluminum, limited-production (152 in total) 1960s-era car, every Ferrari collector considers this an affordable "must-have" to make his collection complete.

Another 1960s-era Italian car which could perform well this January in Scottsdale is the Maserati 3500 GT Vignale Spyder. There were two strong sales in Monterey in August 2009 (one of them bringing \$275k). These cars appear to be undervalued, and in demand, especially in Europe. Arizona could deliver \$250k-\$290k for this car.

Lastly, special Cadillac convertibles appear to be one of the few American marques holding their own in today's market (as long as the cars are all-original or restored correctly). The 1941 Cadillac Series 62 convertible stands out as a landmark car, and the market in Arizona could see \$95k for an average restoration to \$145k for a frame-off.

Arizona will again prove to be THE place to sell unique convertibles and cars with limited production.



**Butch Bockmier,**  
President and Co-Founder, *Park Place Ltd., Bellevue, WA*

Of our cars going to Scottsdale this January, the three that have significant potential are a 1931 Ford Model AA U.S. Postal truck, a 2005 Panoz Esperante GTLM, and a 1974 DeTomaso Pantera GTS.

The U.S. Postal truck is one of seven heavy-duty AAs delivered to the Minneapolis Regional Post Office in 1931, for which they constructed large 200-cubic-foot cargo bodies. So it's rare, but just as importantly, it is an over-the-top, ground-up restoration of exacting quality. This is a must-have for any Model A collector and would be the star of the collection. Sale prediction: over \$60,000.

The Panoz GTLM is a special edition that Panoz built with lessons learned in American Le Mans racing, boasting a carbon fiber superstructure, blown 4-cam SVT Cobra engine, 6-speed gearbox, etc. Not your "run-of-the-mill" Esperante. This one only has 720 miles and was further upgraded with a Ford Racing supercharger to create 650 hp. Panoz is no longer making a production car but is still heavily involved in racing. This may be someone's last opportunity to own a genuinely low-mile Esperante GTLM. Sale prediction: over \$80,000

Our 1974 Pantera GTS is restored to the highest standard and arguably one of the finest in existence. One of only 93 GTSs sold in the U.S., with a great color combination and excellent documented ownership history. This car could bring a record price. Sale prediction: over \$70,000



**Alex Finigan**  
Sales Manager, *Paul Russell and Company, Essex, MA*

Since we don't have any cars at this year's Arizona auction, I'll pick three cars from our consignment inventory—the 1972 Rolls-Royce Phantom II Henley roadster, the 1959 Scaglietti Corvette, and the 1962 Mercedes-Benz 300SL Roadster.

The Henley Rolls falls into that sweet spot of rarity, originality, and provenance. It's one of nine built with seven remaining. It has mostly original paint, original interior, and fantastic looks, all in exquisite condition. Bought new by an MIT professor and owned by him for 40 years, with only four owners in all. I'd expect it to bring \$800k-plus.

The Scaglietti Corvette's rarity is its key factor, with only three built. It features a handsome alloy TdF-like Scaglietti body over a 1959 Corvette, 315-hp fuel-injection chassis. It was the first built and the only one ever completed by the builder. The other two were shipped to the U.S. as kits. Over 400 lb lighter than a standard Corvette, it's eligible for almost any event at a fraction of the cost of a Ferrari TdF. I believe it would bring \$575k-\$600k.

The final car is the 1962 Mercedes-Benz 300SL Roadster. It's the favored disc-brake model with cast-iron engine, finished in silver with a dark green interior. It had an extensive body-off restoration by us less than 4,000 miles ago and options include a hard top, Euro lights, Nardi wheel, Becker Mexico radio, and luggage. I'd expect it to be a bargain at around \$695k.

## Jim Jordan

**President, County Corvette, West Chester, PA**

The upcoming Scottsdale auctions should present a tremendous opportunity in what is mostly a buyer's market. Rarely do I sell cars at auctions, but when I do it usually means I am raising funds for another purchase.

The big money will be looking to hedge against inflation. This year, I believe we will see the continuation of the rise in L88 prices. These are some of the rarest and most sought-after Corvettes and are always the first to spike during inflationary periods. Current selling prices range from mid \$300k to \$600k, but it will only take a few superb '68-'69 examples to send perceived values to new heights.

Since I don't have any L88s in inventory, I will bring the next best thing. The 1971 LS6 is as rare as an L88 and close in performance. These cars have broken the \$300k price point and the one-owner, super-documented, red/black leather, M22 example I have will be a great second choice for the guy who just can't write a check for an L88. With the right bidders at the right auction, a \$300k-350k selling price could be likely.

Following the LS6, I would bring two sure-sellers which include an authentic, unhit-body '62 fuelie and a rare, well-documented 396/425 coupe, both commanding around \$100k.



**Todd Wertman**  
**Purchasing and Sales, Symbolic Motor Car Company, La Jolla, CA**

The three cars I would pick to do well at auction in

Scottsdale 2010 are a Porsche 356 Carrera 2 coupe, a Shelby 289 Cobra, and a Ferrari 330 GTC.

The 356 market has remained incredibly strong throughout the recent market correction, and although prices have dropped, the percentage is much smaller than for comparable cars. Carreras are the most valuable of the 356 line, and I think a good Carrera 2 coupe will bring \$200k-\$225k.

Shelby 289 Cobras have become very collectible in the past five years. The 289 has very good performance and is comfortable on long distance rallies. The most desirable 289s are those of course with a clean history and a restoration to "as-delivered configuration." A simple 289 Cobra with bumpers, standard rear-exit exhaust, and factory slab-sided fenders will bring \$450k-\$500k.

The Ferrari 330 GTC marched upward in value right along with all of the other Ferraris and then receded proportionately. The GTC doesn't have the stunning looks or flair of a Daytona, but it is a better driver. I know quite a few collectors who are all of a sudden looking for GTCs because they want a weekend driver with classic Ferrari character, but want to leave their 275 GTB/4, 250 SWB, or Cal Spyder investment safely locked at home. In today's market, a good GTC will probably bring \$200k-\$225k, but I think we've reached a tipping point.

**Jose Romero**  
**Sales Manager, DriverSource Fine Motorcars, Houston, TX**

I would like to see our 1967 Baja Boot bring some excitement to Scottsdale. It is a very interesting piece of Baja racing history and one of only two built. Add the Steve McQueen and Bud Ekins factor, and it definitely has great appeal. I say \$300k-\$350k.

The restoration on our 1931 Alfa Romeo 6C 1750, chassis no. 6C10814356 (featured in the November 2007 issue of SCM), is almost complete. With its originality and quality restoration I would pick it to bring \$1.3m-\$1.6m during the Scottsdale weekend.

I saw that Gooding has already consigned a Ferrari 250 GT Series I Cab with covered headlights. I'm excited to see this car go across the block; it should be no surprise to see it bring over \$2m. We'll see if any surprises await us.



“ A simple 289 Cobra with bumpers, standard rear-exit exhaust, and factory slab-sided fenders will bring \$450k-\$500k ”

# VW's Rabbit Hole-in-One

Underachieving as it was in comparison to the European Mk I Golf GTI, the 1983 Rabbit GTI was a revelation in the U.S.

By Rob Sass

**A**fter 1973, Americans had to get used to pressing their faces against the glass and watching the Europeans get all the good stuff, beginning with the Porsche 911 2.7 Carrera RS and BMW 3.0 CSL. Even entertaining cheap stuff like the MG B V8 and Triumph Dolomite were forbidden. It seemed destined to be no different when VW launched the hot version of its new Golf sub-compact, the GTI, in 1976.

With more horsepower and a stiffer suspension, the GTI seemed like the heir apparent to the Mini Cooper S and became tremendously popular following its introduction in Europe. As its legend and reputation grew, so too did the demand that Volkswagen of North America redress the wrong of leaving the car to the Europeans.

By 1983, VW could no longer stand the hectoring of the enthusiast publications, especially in light of the drubbing it was getting over the Americanization of the Rabbit, which VW had begun producing in the U.S. in 1979 at its Westmoreland County, Pennsylvania, plant.

## U.S. quality not up to German standards

The U.S. Rabbit bore little resemblance to the European Mk I Golf upon which it was based. In addition to the square headlights in place of the European car's signature round lamps, much of the switchgear was U.S.-sourced and decidedly cheap, and the overall quality was not up to German standards.

The U.S. GTI, introduced for the 1983 model year, added better suspension, 90 hp (up from about 70 hp in the standard 1.8-liter Rabbit), alloy wheels, a sportier exhaust, more supportive cloth seats, and rocker panel stripes. Colors were black, a sort of dull red, silver, and white.

Underachieving as it was in comparison to the European Mk I Golf GTI, it was a revelation in the U.S., where the Vega GT is what had previously passed for a sporty hatchback, and it soon became a cult favorite. Road & Track and Car and Driver both deemed it among the best cars they tested in 1983. Not that there was much competition that year—other than the Porsche 944, things were pretty bleak. There wasn't even a Corvette in 1983.

Mk I GTI handling was excellent by front-driver standards. The 60-series Pirelli P6 tires that came standard were exotic low-profile tires in 1983 and gave the car excellent grip with predictable understeer for as long as you cared to hang on. Ride quality was jarring compared to the standard Rabbit, but it was a fair trade-off. The giant golf ball-shaped shift knob helped the driver row through what was a pretty standard (somewhat rubbery) transverse front-drive shift linkage. Acceleration was a tick under ten seconds 0–60 mph. For the day, this was quite quick when sub ten-second times were fairly rare.

## "Little GTI" is a YouTube staple

VW in the U.S. was no stranger to brilliant marketing. The Rabbit GTI was the subject of one of VW's more memorable advertising campaigns. The visuals were essentially some pretty standard footage of a pair of GTIs frolicking around a race track. The background music was the old Ronny and the Daytonas



song "Little GTO," but changed to "Little GTI" and sung in German. It's a YouTube staple. (Type in "little gti" at the site to find it.)

As a collectible, the Mk I GTI is significant in that it was the genesis of the tuner/hot hatch craze. Today good examples occur naturally about as often as the last couple of elements on the periodic table; that is to say, never. Most were used hard by their first owners and subsequently used up. Rust and Pennsylvania build quality didn't help matters. Nevertheless, there have been a few public sales of remarkable Mk I GTIs lately. The first was a red 1984 at the 2009 Mecum Spring auction in Indianapolis. A beautifully preserved 31,000-mile car, it brought just \$6,100 at a sale that saw a collection of far more ordinary early Japanese cars bring stunning results. The most recent sale was a black car with just 500 original miles sold by the same dealer in St. Louis from which my brother bought both of his Mk I GTIs (both were stolen on the East Coast). The bidding ended at over \$18,000 for a brand new 25-year-old car.

As collectibles, Mk I GTIs seem relatively in demand by bottom feeders looking for something hip and out of the ordinary. I know several people who are kicking themselves for not being in attendance at the Mecum sale in Indy. Worn-out cars, when they can be found, seem to be \$1,500 all day long.

As usual, these cheapies wind up being the most expensive cars to own, as trim bits and other minor items like switchgear can be tough to source. You're far better off waiting to find one of the cars like the Mecum car with low miles and nothing missing or worn out.

It's hard to imagine the Mk I GTI becoming an enormously sought-after collectible, but at the right auction, good ones might just strike the fancy of a now-well-to-do late-30s software engineer who lusted after one as a teenager in 1985. Or think of them like a very affordable cult wine—something that surprises your friends with its robustness as you peel around the corners. ♦

### Details

Years produced: 1983–85  
 Number produced: 70,000 approx.  
 (U.S.-built)  
 Original list price: \$7,990  
 SCM Valuation: \$1,500–\$18,000  
 Tune-up cost: \$200  
 Distributor cap: \$15  
 Chassis #: Driver's side A-pillar  
 Engine #: Front of engine pad near  
 oil filter  
 Club: Volkswagen Club of America,  
 PO Box 154  
 North Aurora, IL 60542  
 More: [www.myfastgti.com](http://www.myfastgti.com)  
 Alternatives: 1961–67 Mini Cooper S,  
 1985–86 Dodge Omni GLH,  
 1975–75 Chevrolet Vega Cosworth  
 SCM Investment Grade: D



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BMW M3s (3)  
BMW M6

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2008 C4S  
2008 Targa 4S

#### Club Carrera

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1960 Porsche Roadster Racer  
1961 Notchback Coupe Racer  
1962 Porsche Coupe Racer  
1962 Porsche Coupe  
1969 Porsche 911T Targa  
1969 Mercedes 280 SE Cabriolet

**Trades • Financing • Logistics**

# “Stolen” Ferrari Saga Heads for Court

Police return Hallingby’s seized Ferrari; he files a \$5 million lawsuit against magazines whose advertisements described it as stolen



Klaus Schmitzer

S/N 0799GT, back with its owner

The December 2008 “Legal Files” reported that 1958 Ferrari 250 PF Cabriolet s/n 0799GT was seized by the Connecticut State Police from the garage of noted car collector and long-time SCMer Barney Hallingby. On October 2, 2009, the Connecticut Superior Court of Littlefield County ordered the Ferrari be returned to Hallingby, described in the order as the car’s “rightful owner.”

Hallingby, angered by the entire affair, has filed suit in the United States District Court for the Southern District of New York, alleging that he was defamed by Ferrari Market Letter (Roush Publications, Inc. and its publisher, Gerald L. Roush) and by Cavallino magazine (Cavallino, Inc. and its publisher, John W. Barnes Jr.). The suit seeks damages of at least \$5 million.

The statements claimed to be defamatory were contained in two advertisements in the publications. The Ferrari Market Letter ad, titled “Stolen Ferrari” and identifying the car by year, model, color, and chassis number, read as follows:

*“Please be informed that the above-mentioned Ferrari oldtimer with Chassis No. 0799 GT has been stolen on July 7, 1993, in Marbella, Spain, from a Swiss citizen. Please also take notice that this car is on the active list of the police and further legal action will follow. Investigations by Interpol are involved. This Ferrari car has last reported to be in the custody of a Ferrari collector in Sharon 06069, Connecticut, U.S.A.”*

The Cavallino ad was much the same, but referred only to a Ferrari collector “on the east coast of the USA.” Both ads ended with contact information for a Swiss attorney who could provide further information.

## What probably happened

As with any story that involves many people and has developed over 15 years, details are sketchy. But according to documents filed with the Court and informed sources, here is what likely happened.

The Ferrari was co-owned by two Swiss citizens. Under Swiss law, their ownership took the form of one being the “inside” owner and the other the “outside” owner. The outside owner is the one who holds legal title to the car and has the sole authority to deal with third parties with respect to the car, including the right to sell it. The inside owner’s name does not appear on any of the car’s paperwork or legal documentation. His ownership interest is entirely derivative from the outside owner—a “side deal.”

Around 1993, this car was consigned by the outside owner to brokers in Marbella, Spain. The car was sold and apparently there were some disagreements about the sale. The outside owner filed suit in Spain, which ended with a determination that no criminal action had been involved. It is not clear who reported the car stolen in 1993, and the outside owner died at some time after the suit ended.

As a result of the ads, a “confidential source” identified Hallingby to the Connecticut State Police, who seized the Ferrari. After an investigation, including information provided by Hallingby’s attorneys in Connecticut and Spain, the State’s Attorney decided not to pursue charges, and the Ferrari was returned to Hallingby.

## Ownership law

It seems certain that Swiss law will be applied to determine the ownership rights of the inside and outside owners and, most importantly, the authority of the outside owner. That is, whether or not he had the right to consign the car for sale. But beyond that, Swiss law should not apply any further.

It would seem that either Spanish or U.S. law could determine whether the person who purchased the Ferrari from the brokers would have acquired good title—Spanish, because the car was sold there, and U.S., because the car is here now. “Legal Files” is unfamiliar with Spanish law, but under U.S. law, the buyer should have acquired good title. Since the outside owner, who had either actual or apparent authority to do so, entrusted the car to an automobile dealer, the Uniform Commercial Code (UCC) would apply and the innocent

purchaser would acquire good title. If there was something wrong with the sale, the Swiss owners could not recover the car, but would have legal recourse against the brokers.

So, if this is what really happened, and if either U.S. law is applied or Spanish law is similar to U.S. law, it would seem that Hallingby is the Ferrari's rightful owner.

### Enter the magazines

Hallingby alleges that the ads published in the Ferrari Market Letter and Cavallino were defamatory because they accuse him of engaging in criminal and immoral conduct—receiving and retaining possession of stolen property. He further alleges that this car is so rare, and he is so well known in the collector car community due to the number of shows and magazines that he and the Ferrari have been featured in, including events sponsored by Cavallino, that it was clear he was the person referred to in the ads.

To be defamatory, statements must be untrue. Hallingby alleges that the main untrue statement was that the car was stolen. Obviously, that point will require a full determination of exactly what did happen in 1993.

Several other statements in the ads could be questioned—that the car is on the “active list” of the police, and that Interpol investigations “are involved.” Those statements may have been true in 1993, but they may or may not have been true in 2008. And the last sentence referring to the car being “in the custody” of a collector carries an insinuation of something less than ownership.

### Why sue the magazines?

“Legal Files” contacted David McCraw, an attorney in the legal department of the New York Times, to understand how the publications might be held liable for statements made by an advertiser. McCraw has not seen the lawsuit or the ads, but provided a quick tutorial on defamation law. According to McCraw, publications are generally responsible for their entire content. Thus, Ferrari Market Letter and Cavallino can generally be held liable if the content of their ads is found to be defamatory. But to be liable, they would have to have failed to meet applicable legal standards of care, which depend upon whether or not Hallingby is considered a “public figure.”

If Hallingby is a public figure, the publications can be held liable only if they either

acted with actual malice, which the courts construe to mean that they knew the statements were false, or they entertained serious doubts about their truthfulness. If Hallingby is not a public figure, then the publications can be held liable if they acted negligently—a far lower standard of care.

Movie stars, politicians, and the like are public figures. But more ordinary people can be “limited purpose” public figures in two ways. One is when they achieve prominence in a relevant community; say, Publisher Martin in the collector car community. The other is when they have become involved in a particular activity or controversy.

### So what happens next?

“Legal Files” is not going to attempt to predict the result here. No doubt, Ferrari Market Letter and Cavallino will defend themselves capably. (We were unable to contact Ferrari Market Letter for comment, and Cavallino declined to comment because of the pending litigation). Great effort will go into the determination as to whether Hallingby is a public or a private figure. Also, great effort will go into analyzing whether or not the publications had sufficient reason to know that the ads contained untrue and defamatory statements, assuming, of course, that it is determined any of the statements were untrue and defamatory.

It all sounds very expensive. ♦

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



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**GOODWOOD REVIVAL**

September 18-20, 2009—Chichester, Sussex, U.K.

Whatever you collect, England’s Goodwood Revival is the greatest motoring event in the world. You’ll see every kind of car—and real racing. After twelve years of attending, I’m still spellbound at the spectacle.

This year’s Revival celebrated Mini cars and mini skirts. Among all the 50th anniversary celebrations of Alec Issigonis’s creation that have gone on worldwide, I’m certain none compares to Goodwood. In addition to daily parades around the 2.4-mile circuit by every imaginable vehicle, from motorhomes to one-off racers, there was a 30-car grid of fully prepped Mini Cooper S racers for the St. Mary’s Trophy.

This race has always been for saloon cars, but never devoted to just one marque. There were two 25-minute races, one Saturday and the other Sunday. The first race featured professional drivers; the next day the owners got to race in what was left of their cars. When’s the last time we’ve seen born-again historic racer Bobby Rahal qualify 15th and finish 13th? Then again, Derek Bell finished just in front of him with Jochen Mass, Vern Schuppan, and lots of other hot shoes behind. Oliver Gavin won, but for me the biggest surprise was Desiré Wilson, who’d never raced a Mini, qualifying 4th and finishing 5th among the all-star cast.

Seen in the paddock in fashionable ’40s kit was Mazda Raceway Laguna Seca’s CEO Gill Campbell. It was the first trip to Goodwood for this native Brit and one wonders what implications this might have for future Monterey Histories...

Stirling Moss is Goodwood’s ultimate patron, and in many ways he’s the face of the event. To that end, Lord March honored his friend’s 80th birthday with daily laps for 80 cars Moss had driven during his career. A cracking celebration all around.

To see a slideshow of the weekend, visit [www.sportscarmarket.com/revival2009](http://www.sportscarmarket.com/revival2009).—Robert Ames

**Details**

**Plan ahead:** September 17–19, 2010

**Where:** Chichester, Sussex, England

**Cost:** \$175, weekend general admission

**More:** [www.goodwood.co.uk](http://www.goodwood.co.uk)

**GLENMOOR GATHERING**

September 18–20, 2009—Glenmoor Country Club, Canton, OH

Over the last decade and a half, the Glenmoor Gathering of Significant Automobiles has drawn gearheads of all stripes to northeastern Ohio in the early fall. That was the case once again, as a record number of attendees (6,500) came to Canton to walk among the 200 collector cars and motorcycles.

Moray Callum, Chief Designer for Ford, served as Grand Marshal this year, and featured were the automobiles of Edsel Ford—both the cars he owned and those built under his reign at FoMoCo. Included among them was his custom-built 1934 Model 40 Speedster, which served as SCM’s June 2008 cover car. Noted hot rod authority Ken Gross curated a special collection of hot rods, such as the So-Cal Speed Shop coupe and the Pierson Brothers coupe, and the concours honored Alice Ramsey’s pioneering 1909 transcontinental journey with a 1909 Maxwell restored to the exact specs of her car.

The weekend was packed with complementary events as well. On Friday, registered attendees took a tour of the nearby Crawford Auto-Aviation Museum’s annex, and on Saturday morning, organizers put on a Countryside Tour throughout the surrounding area. A select group of ten automotive artists displayed their work throughout the weekend, and many pieces were for sale.

Best in Show went to SCMer Ron Elenbaas and Bill Johnson—the OFF Brothers—for their 1930 Duesenberg J convertible coupe with Hibbard & Darrin coachwork. Other notable award winners included the 1911 Oldsmobile Limited 7-Passenger touring of SCMer John Rich Sr., which won Best Original, while the 1933 Auburn V12 Salon convertible coupe of SCMer Tim Durham took home the People’s Choice nod.

Plans are already underway for next year’s event, which will recognize the Historic Motorcars of Cleveland, Bizzarrini, and Rudi Bauer’s mammoth SJ Duesenberg—the last Duesenberg built.



For a complete list of SCMer at the Glenmoor Gathering, visit [www.sportscarmarket.com/glenmoor2009](http://www.sportscarmarket.com/glenmoor2009).—Stefan Lombard

**Details**

**Plan ahead:** September 17–19, 2010

**Where:** Canton, OH

**Cost:** \$20

**More:** [www.glenmoor-gathering.com](http://www.glenmoor-gathering.com)

## MEADOW BROOK CONCOURS

August 2, 2009—Oakland University, Rochester, MI

On a balmy Michigan late-summer day, more than 200 exceptional vintage and classic cars were displayed in circles on the lawn, with a majestic mansion built for an auto industry baroness as an evocative backdrop. The occasion was the 30th Meadow Brook Concours d'Elegance.

The concours focused on "The Best Cars"—defined in terms of quality, historical significance, scarcity, and authenticity. The event also honored Detroit's "Big Three" auto manufacturers for their executive support and sponsorships, which have enhanced the event over the past three decades.

The showing of CCCA Classics found at this year's Meadow Brook included a dedicated circle of spectacular Packard V12s—one of them, a 1934 Dietrich Sport sedan owned by SCMer Ray Scherr, was judged Best in Show—American. A 1939 Delahaye 165 cabriolet, exhibited by the Peter Mullin Foundation, won Best in Show—Foreign, while also claiming the People's Choice award.

Featured classes treated spectators to groupings of vehicles related through styling or purpose. A circle of colorful and wildly finned 1959 American convertibles—ranging from a fuel-injected red Chevrolet Impala to a massive Continental Mk IV—proved especially popular. Pre-WWII aficionados enjoyed an assemblage of streamlined three-window "swoopy coupes," thoughtfully arranged for both fore and aft viewing. A gaggle of legendary "Gassers" took care of racing enthusiasts, while a class consisting solely of immense Rolls-Royce Phantoms curled even the stiffest upper lips into smiles.

For a complete list of SCMer at the Meadow Brook Concours, visit [www.sportscarmarket.com/meadowbrook2009](http://www.sportscarmarket.com/meadowbrook2009).—*Terry Boyce*

### Details

**Plan ahead:** July 25, 2010

**Where:** Rochester, MI

**Cost:** \$25; \$100 for VIP

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

## ST. MICHAELS CONCOURS

September 27, 2009—Inn at Perry Cabin, St. Michaels, MD

The third annual St. Michaels Concours d'Elegance took place once again on the grounds of the Inn at Perry Cabin, the 1816 landmark Chesapeake Bay luxury hotel. I had sailed into St. Michaels harbor two days before the concours and observed that several cars from the intrepid Bentley Driver's Club were parked throughout the town. Eventually, about 30 of them passed through this colorful stop on their month-long tour of the U.S.

Rolls-Royce sponsored the concours and introduced the new Ghost model in the U.S., against a backdrop of classic automobiles and an array of pristine antique wooden speedboats moored at the Inn's dock.

The entry list for the concours consisted of 50 pre-1942 classics, not all of which made it onto the field. It was a particularly rainy fall in the Northeast, and the day started off looking like it was going to be a washout. When the sun finally broke through just after noon, the demeanor of the participants and spectators also brightened up.

Featured this year were Chrysler Imperial models from the 1930s, along with French coachbuilt cars. The latter group produced the eventual Best of Show, the chic Chapron-bodied 1935 Delage D8-35 Clabot roadster entered by Joan and Sonny Abagnale. As in the past, local enthusiasts and SCMer John North and Gale and Henry Petronis provided cars from their superb collections.

All in all, St. Michaels comes off as a day of reliving the dazzle of a past age and continues to build upon its growing reputation.

For a complete list of SCMer at the St. Michaels Concours, visit [www.sportscarmarket.com/stmichaels2009](http://www.sportscarmarket.com/stmichaels2009).—*Dave Olimpi; photo by Ken Visser*



### Details

**Plan ahead:** September 24–26, 2010

**Where:** St. Michaels, MD

**Cost:** \$50; \$100 for VIP

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



# 1968 Ferrari 330 GTS Spyder

I've always found the value of a 330 GTS to be its drivability; it's deceptively fast with handling to match

by Steve Ahlgrim



Photos: Bonhams

Chassis number: 11173

The 330 GTC debuted at the Geneva Motor Show in 1966 and was intended to fill a gap in Ferrari's line-up between the four-seat 330 GT 2+2 and the racer-on-the-road 275 GTB. Later that year, the open-top 330 GTS was introduced at the Paris Salon. The 330 GTS features a 4-liter, 300-hp version of Ferrari's familiar 2-cam, 60-degree V12, mated with a 5-speed all-synchromesh transaxle. Testing a 330 GTS in 1968, Road & Track magazine found the fully sorted, all independent, transaxle chassis gave "a soft, level ride, wonderful adhesion and excellent behavior. Out on the road, once the driver has the feel of things, he feels he could do almost anything with this car."

The 330 GTS interior boasts leather seats and electric windows as standard, with radio, air conditioning and Borrani wire wheels being the options. With a top speed in excess of 150 mph, excellent ride comfort, and sure-footed handling, Ferrari could justifiably claim the 330 GTS to be the world's finest convertible two-seater.

Ferrari 330 GTS chassis number 11173 was delivered new finished in the very attractive period color combination of Turchese Chiaro (blue) with orange leather interior and instruments in kilometers. The car was delivered to Luigi Chinetti Motors in Greenwich, Connecticut, which sold it on to the official Ferrari dealership Cressman in Fort Lauderdale, Florida.

Later in 1968, 11173 was sold by Cressman to the first (unknown) owner in Florida, who soon returned it to the dealership. In 1970, the car was sold to Phillip S. Baumgarten, a resident of Fort Lauderdale. It remained in his possession for 21 years, until it was purchased by the current private vendor in September 1992.

Equipped with Borrani wire wheels and now finished in red with beige leather interior featuring factory air conditioning and the original AM/FM radio, chassis 11173 currently displays 61,513 kilometers on the odometer and is presented in mint condition. A comprehensive original tool kit is sold with the car. Always maintained, with no expense spared and offered directly from long-term private European ownership, this rare Ferrari must be the ultimate expression of 1960s open-top, 12-cylinder motoring.

## SCM Analysis

*This car sold for \$672,620, including buyer's premium, at the Bonhams auction in Reims, France, on September 26, 2009.*

*The 250 era of the late 1950s and early 1960s was the golden age for Ferrari. It was the time when the company made its name as a producer of both the best race cars and the best grand touring cars in the world. The most sought after and most valuable models were produced in this era. While the golden era brought Ferrari fame, it was the next era that brought them fortune. During the golden era, Ferrari was a race car manufacturer that built a few high-performance GTs, but soon it would be a production car company that also built race cars.*

*Prior to the 250 series, the largest production of any one model was the 84-example 212 Inter. In contrast, Ferrari built an impressive 955 examples of the 250 GTE 2+2. In order to increase the production to that level, Ferrari adopted standard assembly line production and began developing relationships with larger parts suppliers. There were at least 19 different 250 models, with several subsets to many of them. This was an inefficient*

## Details

Years produced: 1966–68  
 Number produced: 100  
 Original list price: \$16,800  
 SCM Valuation: \$550,000–\$700,000  
 Tune-up cost: \$2,500  
 Distributor cap: \$450, two required  
 Chassis #: Left frame member by steering box  
 Engine #: Right rear above motor mount  
 Club: Ferrari Club of America  
 PO Box 720597  
 Atlanta, GA 30358  
 More: [www.FerrariClubofAmerica.Org](http://www.FerrariClubofAmerica.Org)  
 Alternatives: 1965–66 Ferrari 275 GTS,  
 1969–72 Maserati Ghibli spyder,  
 1956–59 BMW 507 roadster  
 SCM Investment Grade: B

## Comps



1968 Ferrari 330 GTS spyder  
 Lot 130, s/n 10189  
 Condition 1-  
 Sold at \$671,000  
 Gooding, Pebble Beach CA, 8/13/2008  
 SCM# 117569



1967 Ferrari 330 GTS spyder  
 Lot 2261, s/n 11021  
 Condition 2+  
 Sold at \$418,000  
 RM, Marshall, TX, 4/20/2007  
 SCM# 44883



1967 Ferrari 330 GTS spyder  
 Lot 134, s/n 10375  
 Condition 1-  
 Sold at \$357,500  
 RM, Phoenix, AZ, 1/20/2006  
 SCM# 40670

and expensive way to build cars, and that would soon change.

Armed with the knowledge of how to build and market a production model, the next step for Ferrari was to learn how to become a car company. The 250 series was phased out in the early 1960s, replaced by the 330 series in 1963, and supplemented with the 275 series in 1964. The proliferation of models was over, replaced by standardization and economy of scale.

The 330 series homogenized the brand. The two-passenger 330 GTC coupe, 330 GTS spyder, and the four-passenger 330 GT 2+2 had no subsets. While the last 330 2+2 was much different from the first, the differences between the first and last GTC and GTS were hardly noticeable. The few 330 competition models built were so different from the street cars it's almost a stretch to consider them part of the same family.

My previous predictions of a ceiling on 330 GTS pricing, in the \$500,000 range, have, fortunately for owners, been proven wrong. I've always found the value of a 330 GTS to be in its drivability. Throw back the top and it's the perfect car to take on an errand. Pack a bag or two in the good-sized trunk and it's a wonderful car to take on a trip. It is deceptively fast, with handling to match. The transaxle shifts perfectly and the brakes are up to the job. It simply offers everything you would expect of a high-performance car of the era.

### Admiring glances from adults; few thumbs up from kids

The 330 GTS is exquisitely styled and beautiful, but conservative. Its looks will garner admiring glances from the adults but few thumbs up from the kids. It's safe in the mall parking lot, as it blends in with the crowd. If it is noticed, the conversation too often centers on its similarity to a Fiat 124.

Fun mall trips, conservative looks, and Fiat comparisons aren't high on the list of what makes a half-million dollar car, so why would somebody lay down big green for a 330 GTS? In a word, exclusivity. There are more F40s than all the 12-cylinder

Ferrari convertibles put together, and only 100 of those convertibles are 330 GTSS. While there always seem to be a couple on the market, the pickings are slim. They have always been a driver's car and many were used hard. Finding a good one is like winning a prize.

Even in this tough market, top examples of the 330 GTS have held their own. This Bonhams sale of 11173 tops the previous highest auction sale in the SCM Platinum database. A record sale in this economy says a lot for the model and even more for the car.

As far as this car's history, Philip Baumgarten was the money side of Bob Cressman's Ft. Lauderdale Ferrari dealership. He had a small collection of well-kept Ferraris and the 330 was one of his favorites.

Baumgarten's long ownership certainly helped the value of the car, as did the original accessories that have stayed with it. On the other hand, the color change to red and an aftermarket nose protection bar probably didn't help the value. Neither did the scruffy engine compartment and an abundance of cobwebs. The underlying car was strong, but the presentation did little to add confidence that the car was ready for use.

So despite my affection for this model, and my personal satisfaction that the prices of the 330 GTS continue to rise, I still have to call this one well sold, as the buyer paid for the best but got something a little less.♦

(Introductory description courtesy of Bonhams.)



## Death of a Dynasty

At the height of the Kroymans Corporation's fortunes in 2007–08, the group had 150 companies, 3,900 employees, and annual revenues of \$3.09 billion



*Kroymans's Ferrari collection, up for the highest bidder*

**A** three-billion-dollar car business, a garage full of collectible vintage Ferraris, including a 250 GTO, and franchises strung across Europe like stars in Orion's Belt. This impressive empire was 100 years in the making—but in the last three years, it has come completely apart.

Frits Kroymans is the Ferrari and Aston Martin distributor for Holland, which sounds like a substantial high-level enterprise. But it's a shadow of what the Kroymans Corporation was until recently, when the worldwide downturn plunged it into a \$951m bankruptcy.

At the company's peak in 2007, Kroymans was the importer and main dealer for Cadillac, Corvette, and Hummer for Europe, a distributor and/or dealer for Jaguar, Saab, Kia, and Alfa Romeo in the Netherlands and Belgium, and a dealer for Chevrolet, Opel, Ford, Land Rover, Suzuki, Mitsubishi, Lancia, Fiat, Nissan, and Volvo in Holland, Belgium, and Germany. The group also offered leasing, dealer financing, insurance, fleet management, body shops, and more, and in 2007, its annual cash flow was \$3.09b—yup, that's billion. How did it all go so wrong?

### A hundred years in the making

Kroymans was founded in Amsterdam in 1902 by the great-grandfather of current chairman Frits Kroymans. He started as a dealer for Adler, a German car, then picked up Spyker, a Dutch car. In the 1930s, the business moved to Hilversum, and by the 1950s and '60s

it offered the entire line of BMC products, including Rover, MG, Austin, and Morris. So far, so good.

In the early 1970s, current chairman Frits Kroymans took control and raised the profile by becoming the Ferrari distributor for Holland. In the late 1980s and early '90s, he began a very ambitious expansion program, distributing or selling Jaguar, Opel, Ford, and other makes. And in 2000, the Kroymans Group took over A.R.M.—Stokvis, which included Kia and Saab. At the height of the Kroymans Corporation's fortunes in 2007–08, the group had 150 companies and 3,900 employees.

### A bridge too far

The Kroymans expansion began to go awry in 2003, when it became the Cadillac and Corvette distributor for Europe, in charge of all EU members as well as Switzerland and Norway. With exclusive importation agreements, Kroymans began building high-profile, "flagship" multi-car showrooms in Berlin, Düsseldorf, Hamburg, Nuremberg, Stuttgart, and

other major German cities, all with a vision of selling 25,000 new Cadillacs a year, plus Hummers, Saabs, and other makes. But Cadillac sales never exceeded 5,000 cars a year.

To boost Cadillac sales in Europe, Saab, and Cadillac collaborated on the Cadillac BLS model, a rebadged and redesigned version of the Saab 9-3 built by Saab in Trollhättan, Sweden. No one was fooled, and the lack of a diesel engine option was a major handicap in the EU markets. Sales began in March 2006, with a station wagon joining the line for 2007. The BLS was also introduced to the Arab, Mexican, South African, and South Korean markets in 2007. Unfortunately, Saab-Cadillac built only 2,772 BLS models at the Trollhättan factory in 2007, with a catastrophic 282 sold in Germany—in a market with total annual sales of 3.15 million. Production of the BLS ended in summer 2009.

A consortium of Dutch and German banks backed Kroymans's aggressive expansion. At the top of the economic boom in 2007, cash flow peaked with revenues of \$3.09 billion at current exchange rates. But most of the dealers were marginally profitable and when the slowdown hit, sales imploded. On March 20 of this year, Kroymans Corporation was unable to reach an agreement with its banks on more financing, and the company went into receivership with more than \$951 million in debt. Most of the companies were unwound, and in October about 1,000 unsold Alfa Romeos and several hundred unsold Cadillac BLSs were sold at wholesale dealer auctions.

### A great Ferrari collection

However, during the boom years, as Frits Kroymans expanded his flagship Ferrari dealership, he filled his basement with over two dozen Ferraris. The coachbuilt and competition era of the 1950s was represented by 212 Cabriolet s/n 0227EL, 375 America s/n 0327AL, and 250 Boano s/n 0447GT. From the 1960s Ferraris, Kroymans owned 250 SWB s/n 2365, 250 TR Replica s/n 2059GT, 250 PF Cab s/n 3397GT, 275 GTB/4 s/n 10311, and more. His 1970s cars included 365 GTS s/n 12473, 365 GTB/4 s/n 12919, 365 GTB/4 Spyder Conversion s/n 13477, and 365 GT4/BB s/n 18431. The Fiat era was represented by 328 s/n 77190 and Testarossa s/n 81636, while modern cars

include a 456 GT, an F50; a 550 Barchetta, an Enzo, and a 2002 Formula One car, s/n 222.

In American historic racing circles, Frits Kroymans is best known for the spectacular crash of his 1993 Ferrari F399 Formula One car at the Saturday session of the Monterey Historic races in 2004. He spun on a warm-up lap, crossed the track and hit the inside tire wall at Turn 6. The relatively slow crash broke the car in half, leaving his legs and lower body hanging out of the remains of the car. Fortunately he was not hurt, but he added to a bad weekend at the races with a spectacularly long spin in his Ferrari 250 GTO, coming down the hill from Turn 9 to Turn 10. He recovered and finished 14th.

On the subject of crashes, the centerpiece of the Kroymans collection was unquestionably 250 GTO s/n 4757GT, which suffered the mother of all accidents at Le Mans on June 15, 1963, when Carlo Maria Abate slid off the road in the middle of the night on oil from the blown engine of 330 TRI 0808, driven by Roger Penske. 250 GTO s/n 4757 was repaired then raced hard in 1963, requiring a second rebuild and a full rebody by the factory at the end of the 1963 season. It was raced in 1964 and early 1965, before being sold to American movie producer John Calley.

In 1982, this GTO found its way to Chris Murray, an American drug dealer who turned up dead, as drug dealers often do. The Ferrari was seized and sold by the FBI. Today it does not have the correct original engine, although there are rumors that Kroymans has an original but non-matching GTO engine, and there are further issues



250 GT SWB s/n 2365

concerning the front of the chassis, which may have been replaced after the 1963 crash. These subjects have been a constant source of emails on Ferrari chat groups, as aficionados anticipated the first ultra-high-end Ferrari sale in the current economic downturn. Estimates on its value ranged from sub-\$10m with chassis and engine complications to as high as \$15m with a correct GTO engine.

### Wrong moves, wrong time

In a lesson about why you shouldn't mingle personal and business finances, Frits Kroymans brought his Ferrari collection into

one of his companies under a lease agreement, which meant that it too went into receivership in March.

So why hasn't the collection shown up at auction? At press time, we learned that the entire collection was bought by a representative of an American collector. Insiders say the receiver was looking for €20m (about \$30m), while the bidding had gone well over €15m (about \$23.5m). Surely we will see some of the cars coming to market in the near future.

Bottom line: A billion-dollar empire is no more and 3,900 people are unemployed. Kroymans is a nice guy, but he made the wrong moves at the wrong time with the wrong product—and a lot of people paid the price. ♦

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SMART,  
RESPONSIBLE,  
MONEY  
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# 1966 Aston Martin DBSC Coupe

This car fetched ten times the price of a great DBS, partly because it's a real coachbuilt rarity and partly because the market's out of its mind lately

by Paul Hardiman



Photos: Bonhams

Chassis number: DBSC2661R

With development of the second-generation of DB 6-cylinder sports cars nearing its end, Aston Martin turned to the Italian Carrozzeria Touring of Milan, creator of the original DB4 of 1959, for the next model. Touring built a pair of two-seater prototypes, one right- and one left-hand drive (2661R and 2662L, respectively) which were displayed at the Paris, London, and Turin Motor Shows in 1966. The struggling Italian firm was already in receivership and would close at the end of the year, making these unique Aston Martins the last of its important commissions.

Touring's Superleggera-bodied prototype 2662L had appeared on the Aston Martin stand at Earls Court, alongside the DB6 Volante, wearing DBS number plates, this break with existing nomenclature being justified by the fact that the "fast two-seater" was intended for only limited production. Logically, the mainstream production model that followed should have been called the DB7, but by the time it appeared in 1967, the press and public had got used to the name DBS, which was duly retained for the William Towns-designed four-seater.

To avoid confusion, the Touring two-seaters were subsequently redesignated DBSC by the factory.

Aston Martin's first two-seater since the DB4GT, the DBSC used a shortened and modified DB6 chassis, which had been re-engineered to accept the DeDion-type rear suspension that would appear on the production DBS. According to the AMOC, the stock wheelbase was retained but the 6-cylinder engine was mounted 10.5 inches further back in the chassis, while ZF supplied the 5-speed manual transmission.

Nearly seven inches shorter and 5.5 inches lower than the DB6, the DBSC was said to weigh around 400 lb less than its progenitor. Intended to offer the ultimate in effortless high performance, it was fitted with the Vantage specification engine and easily eclipsed the larger and heavier DB6, itself no slouch, with a top speed in excess of 150 mph. Exhibited at the 1966 Turin Motor

Show, Touring's right-hand-drive prototype, 2661R, is fitted with the 365-hp Vantage C-specification engine, while 2662L has the "ordinary" 325-hp Vantage unit installed.

The DBSC was purchased by the current owner, who had gone to HR Owen to sample the current Aston Martins and was offered a drive by the chief salesman. He immediately realized that it was superior in every way to his DB4GT—faster and possessing better brakes and lighter steering, yet at the same time affording greater practicality thanks to the opening rear hatch.

The sale was finally concluded in April 1969, at which time the odometer reading stood at about 8,000 miles, since when the vendor has added a further 6,000 or so. Teething troubles meant that the DBSC had to be returned to the Newport Pagnell factory three times to get the brakes set up correctly, but given its prototype status, that is hardly surprising. Driven regularly for the first few years of ownership, the Aston has spent the past 36 years in careful barn storage.

Finished in Dubonnet Rosso with tan pigskin leather upholstery, this unique piece of Aston Martin history comes with a copy of the old-style logbook, copies of Aston Martin correspondence, current MoT certificate and Swansea V5 registration document. A new spare windscreen is included in the sale.

## SCM Analysis

*This car sold for \$522,415, including buyer's premium, at the Bonhams Goodwood Revival auction in Chichester, Sussex, England, on September 18, 2009.*

*Let's not be blinded by the price tag here. The Italians never improved on Jaguar or Aston designs, with the exception of Zagato's DB4GT. This is one of two prototypes built, before the factory shelved the project in order to concentrate its limited resources on developing the four-seater DBS.*

*As Bonhams said: "Any special coachbuilt motorcar is rightly regarded as highly coveted and desirable. It is*

## Details

Years produced: 1966  
 Number produced: 2  
 Original list price: £8,900 (then about \$29,000)  
 SCM Valuation: \$500,000–\$600,000  
 Tune-up cost: \$900  
 Distributor cap: \$83  
 Chassis #: Plate riveted to left side of scuttle  
 Engine #: Stamped on right side of engine block  
 Club: Aston Martin Owners' Club  
 PO Box 400, Drayton St. Leonard  
 Oxfordshire OX10 7BG  
 More: [www.amoc.org](http://www.amoc.org)  
 Alternatives: 1966 Lamborghini Flying Star II, 1962 Ferrari 250 GT Drogo, 1962 Maserati 5000 GT Frua coupe  
 SCM Investment Grade: B

## Comps



1961 Aston Martin DB4GT Zagato replica  
 Lot 250, s/n DB4483R  
 Condition 1-  
 Sold at \$529,320  
 RM, London, UK, 10/29/2008  
 SCM# 118528



1953 Aston Martin DB2/4 Zagato DHC  
 Lot 62, s/n LML504  
 Condition 1  
 Sold at \$1,650,000  
 Gooding, Pebble Beach, CA, 8/15/2009  
 SCM# 141200



1968 Aston Martin DB6 Volante  
 Lot 304, s/n DBVC362R  
 Condition 2+  
 Sold at \$606,620  
 Bonhams, Newport Pagnell, UK 5/17/2008  
 SCM# 116748

even more so when connected to one of the most famous marques in the history of the motor car industry." But let's not run away with ourselves here. When new, it cost £8,900 (about \$29,000)—considerably more than a Rolls-Royce Silver Shadow, and the owner had to sell six other cars to finance it.

In a more attractive color than its sister, which is currently painted in a dowdy shade of maroon, this car exuded a certain charm, from the Mazda Cosmo-like front end to the Virgil Exner-style taillamps. But a cocktail of '60s design cues does not automatically improve on the original—in this case, a cohesive, elegant coupe designed by William Towns (with a nod to the first Camaro, as Towns admitted—park them together, and in profile they're creepily similar).

### Not much more than the dust blown off

As viewed at the sale, it was not long out of storage, with not much more than the dust blown off and was therefore unmolested, apart from time and the atmosphere, and was still largely as it had been put away almost four decades before. That storage must have been careful—or just lucky—because it was in much better shape than your regular barn find. The paint was mostly still on the car, just peeling a little at the edges, no serious corrosion was apparent, and the interior was un-mildewed. It looked as though you could have clipped a battery to it, fired up the straight-6 and driven it home. As is usually the case with notable, or "cherished" registration numbers, the one attached to this car was retained by the vendor, though this makes no difference here, as the car left the U.K.—the big money is abroad right now.

Now, the big issue: This car fetched about ten times the price of probably the best DBS on the planet. Why? Partly because it's a real coachbuilt rarity and partly because the market's not quite in its right mind at the moment. Another Aston, also unmolested and with long-term ownership, but this time the most historic example of a most popular and sought-after model, the DB2—and with cast-iron Le Mans class-winning history—brought only \$388k more when it sold at RM London the following month. And that's for a certified piece of motoring history.



As Dan Aykroyd's Elwood said in "The Blues Brothers" of the Cadillac/microphone trade: "I can see that." What I can't see is this much money for an ugly duckling hiding an unloved engine/chassis combination. Dynamically, this might have been an improvement on the original, but I doubt this was really much lighter than the Newport Pagnell offering. And there is a tenuous Twiggy connection—she was supposed to have test-driven it—but not firm enough to make a difference here. Its perceived value must come from the fact that there are only two of them, and one of those isn't for sale, the left-handed 2662L being tied up in long-term ownership. I'd call this extremely well sold; however, it must be said that if you think it's too expensive, go find another. ♦

(Introductory description courtesy of Bonhams.)

An advertisement for Grundy Worldwide Collector Vehicle Insurance. The background is a lush green forest. In the foreground, a woman with blonde hair, wearing a green camouflage top and shorts, stands next to a dark green Jaguar XKE Coupe. She is holding a camera. In the background, a leopard is lying on a rock. The text "PROTECTING ENDANGERED SPECIES" is written in large white letters at the top. A circular logo with "SINCE 1947" is in the top right. Text on the right says: "Grundy's Agreed Value insurance helps save beautiful creatures like this 1970 Jaguar XKE Coupe. For a fast, accurate quote: Call 800-338-4005 or log-on to www.grundy.com". The Grundy logo is in the bottom right, with "WORLDWIDE" and "Collector Vehicle Insurance" below it.

# 1953 Alfa Romeo 1900C Sprint

The 1900 had a very successful competition record in period and is eligible for practically every event around the world, including the Mille Miglia

by Donald Osborne



Photos: Bonhams

Chassis number: 01445

**A**lfa Romeo's first all-new offering of the post-war period arrived in 1950. Designed by Dr. Orazio Satta Puliga and intended for volume production, the 1900 was the first Alfa to employ unitary construction and—in keeping with the company's sporting heritage—was powered by a twin-overhead-camshaft engine. The 4-cylinder unit displaced 1,884 cc and produced 90 hp, an output sufficient to propel the four-door saloon to 93 mph.

Although ostensibly a humble family conveyance, the 1900 was endowed with sporting credentials that extended beyond its type of power unit, with owners enjoying the benefits of wishbone and coil spring independent front suspension and an exceptionally well located live rear axle.

It should have surprised nobody when the 1900's potential was realized in the form of two high-performance derivatives. Launched in 1951, the 1900 Sprint featured bodywork by Pinin Farina (cabriolet) and Touring (coupe), both models utilizing the 100-hp engine of the 1900TI sports saloon.

An immensely influential design, Touring's Sprint was designed to offer family-sized accommodation in a two-door sports coupe format, and its heart-shaped vertical grille with flanking horizontal intakes would become an Alfa trademark on later models. Shortly after the Series II arrived in early 1954, the model was mildly restyled and upgraded as the Super Sprint, gaining a 1,975-cc, 115-hp engine and 5-speed gearbox.

This car was acquired in 1969 by Kent-based enthusiast Anthony Cazalet, who hastily had it repainted in its original red livery. Mr Cazalet used the car for a few years before selling it to the immediately preceding owner.

At the time of acquisition, the original engine appeared unusable and was replaced with a contemporary 1306-series 1900 unit (number 50201), which in turn was

replaced with a slightly later 1,975-cc unit. The latter remains in the car and is fitted with two twin-choke Weber 45DCOE carburetors to enhance its performance. The previously fitted engine (50201) is included in the sale.

While in the preceding owner's hands, the car was restored by Church Green Engineering of East Knowle, being refinished in the present understated pewter livery with blue and gray interior, a combination that suits it well. The Alfa Romeo remained on the road until the owner's advancing years made it no longer possible for him to enjoy it.

Nevertheless, the car had been serviced only a couple of months before its sale to the current vendor in June 2006. The Alfa should provide its new owner with exhilarating motoring and would be a competitive entrant in many of the prestigious "retro" long-distance events, such as the Mille Miglia and Coppa d'Italia.

**SCM Analysis** *This car sold for \$90,302, including buyer's premium, at the Bonhams Goodwood Revival auction in Chichester, Sussex, England, on September 18, 2009.*

*The importance of the 1900 as the first modern Alfa cannot be overstated. It was the car that began the transformation of the company from a builder of race cars and a handful of ultra-expensive road cars each year to a real manufacturer, bringing a level of sporting driving to an audience of hundreds of thousands and ultimately millions.*

## Origins of Alfa's "family face"

*The 1900 was "modern" in terms of the late 1940s, with a unit body and genuine 100-mph performance from the TI (Touring International) version. The tradition of special bodies wasn't lost with the 1900, however, as a platform version of the unit chassis for custom builders was also developed and used for coupe and convertible*

## Details

Years produced: 1951–53 (Sprint)  
1954–58 (Super Sprint)  
Number produced: 949 (Sprint), 854 (Super Sprint)  
Original list price: \$5,184  
SCM Valuation: \$95,000–\$125,000  
Tune-up cost: \$175  
Chassis #: Engine bulkhead, stamped into metal  
Engine #: Intake side of block  
Club: Alfa Romeo 1900 Register  
302 Brown Thrush Rd.  
Savannah, GA 31419-6091  
More: [www.ar1900reg.org](http://www.ar1900reg.org)  
Alternatives: 1953 Lancia B20 GT,  
1953 Maserati A6G/2000,  
1953 Aston Martin DB2/4

## Comps



1952 Alfa Romeo 1900C Sprint  
Lot 417, s/n AR130800068  
Condition 1-  
Sold at \$96,250  
RM, Monterey, CA, 8/14/2008  
SCM# 117584



1955 Alfa Romeo 1900C Super Sprint  
Lot 225, s/n AR1900C10160  
Condition 2+  
Sold at \$66,496  
Bonhams, Gstaad, CHE, 12/19/2007  
SCM# 48113



1955 Alfa Romeo 1900C Super Sprint  
Lot 548, s/n AR1900C02042  
Condition 1-  
Sold at \$67,943  
Bonhams, Sussex, UK, 7/7/2006  
SCM# 42344

versions by Carrozzeria Touring, Pinin Farina, and others.

The Alfa “family face,” which the catalog credits to the Series I and II Touring coupe, actually came from the factory sedan, but there’s little doubt that the original “five-window” 1900 coupe is an elegant design, with many hints of Touring’s previous work on the Alfa 6C 2500 chassis, especially the Villa d’Este coupe.

In fact, it was taken almost unchanged from a proposal for a larger car that was never built—a post-war 6C 3000, which was planned to succeed the 6C 2500SS. It also should be clarified from the catalog description that the Super Sprint of 1954 was not the “Series II” but rather followed that model.

Along with the 1,975-cc engine, twin carburetors, and 5-speed gearbox, the Super Sprint also came with a completely new “three-window” Touring body, which bore a family resemblance to the Mario Boano-designed, Bertone-built Giulietta Sprint.

In order to be as usable as possible in rallies and tours today, the twin-carburetor, 5-speed gearbox Super Sprint spec is almost a requirement. The 1900’s successor, the “cast iron” 2000, featured the same 1,975-cc engine as fitted to the late 1900 cars, but with important developments in internal structure. The key change made it much easier to shim adjustable valves—and as they look almost identical from the outside, it’s fairly common to find 1900s that have been fitted with later engines and 5-speed transmissions, as this one has.

### Eligible for practically every event around the world

While the 1900 had a very successful competition record in period and is eligible for practically every event around the world, including the Mille Miglia, values have not reflected this in all models. Not surprisingly, the rare Zagato-bodied cars are the most valuable, and the differential has grown to where they are three times the price of the best of the Touring cars.

The berlinas, which have a very good racing history, can be had for less than half the price of an okay Touring coupe. The 1900’s great competitor in period—on the track and in the showroom—was Lancia’s Aurelia. The Lancia offered a much more sophisticated specification, with V6 engine, transaxle, and inboard brakes, but typically less power than comparable Alfas.

The two approaches are probably best described as a bit edgy and nervous for Alfa



vs. smooth and relaxed for Lancia. To many contemporary drivers, the Alfa’s chassis no longer feels as “modern” as the Lancia’s, and much of the power difference is less meaningful today. In my opinion, the 1900 Sprint isn’t as engaging a drive as the Aurelia B20 and as a result, is not as sought after for vintage events.

That, I think, has contributed to the relative lack of upward movement in 1900 Sprint prices that might have been expected in the past few years. However, in a softer market, their prices have also not slid much. This result seems slightly above average for an average car. ♦

(Introductory description courtesy of Bonhams.)

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# 1937 Mercedes-Benz 540K Cabriolet C

The low price achieved here puzzles me. Maybe it took a little punch in the nose for being right-hand drive, but this seems like a lot of car for the money

by Alex Finigan



Photos: Bonhams

Chassis number: 169312

**T**ogether with its predecessor the 500K, the magnificent Mercedes-Benz 540K was arguably the most noteworthy production model offered by the Stuttgart firm during the 1930s.

A development of the 500K, whose independently suspended chassis it shared, the 540K was powered by a 5.4-liter supercharged straight-8 engine. The 540K featured the company's famous Roots-type supercharger system, in which pressing the accelerator pedal to the end of its travel would engage the compressor.

Launched at the Paris Salon in October 1936, the 540K developed 115 hp un-supercharged or 180 hp with the compressor engaged. With the supercharger engaged, the 540K's blown straight-8 gave it a top speed approaching 110 mph.

Although the 500K/540K chassis attracted the attention of many of the better quality bespoke coachbuilders of the day, the company's own Sindelfingen coachwork left little room for improvement. The cabriolet came in a variety of styles, and this right-hand-drive example has the cabriolet C option, which offered four-seater accommodation allied to the sporty two-door look.

Factory records show that chassis number 169312 was produced in November 1937 and delivered new to Messrs. Campbell Symonds and Co., London, England, unlike many of these models, which remained in Germany.

The car was finished in black as it is today and first registered in January 1938 to Captain Rethymnia with U.K. registration number HMF 419. The car subsequently left for the United States, only to be re-imported into Europe in 1997, since when it has been in the vendor's ownership.

Mercedes Classic has confirmed this rare and desirable cabriolet C to be matching numbers. Presented

in superb condition, the car has been with the Italian Mercedes-Benz registry since 1998, carrying car number 252.

## SCM Analysis

*This car sold for \$519,318, including buyer's premium, at the Bonhams auction in Reims, France, on September 26, 2009.*

*With about 400 540Ks built, they represent the pinnacle of Mercedes-Benz's pre-war achievements. There are a number of body variations, which affect values significantly, so here's a short history lesson.*

*Most valuable are Special roadsters, and the Holy Grail is the so-called long-tail, high-door model, of which only about 25 were made. Of those, only about five had the very desirable covered spare. These were some of the finest looking cars ever made, with a massive V-shaped radiator set behind the front axle line, front fenders over eleven feet long, and a completely disappearing soft top. If one of these were to come on the market today, it would command over \$10m.*

*Next are the "not so special" roadsters, such as the low-door model and the bulbous rumble seat model. These, depending on condition and history, take a huge hit compared to the long-tail. They're in the \$2m-\$3m range. Again, it's the exact same car under the skin, so it shows you how much style and perception play in the values. It's like comparing a Ferrari GTO to a Lusso.*

*From there we go to the Sport cabriolet A. Some of these were custom-designed one-offs. Those that feature the laid-back V-shaped windshields are the best looking cab As. It should be mentioned here that 540 aficionados prefer the Mercedes Sindelfingen-built cars to the outside custom bodywork. As would most auto makers, Mercedes would sell you a rolling chassis, which you could then take to the coachbuilder of your choice. But,*

## Details

Years produced: 1936-42  
 Number produced: 400 approx.  
 Original list price: \$7,500  
 SCM Valuation: \$750,000-\$1,250,000  
 Tune-up cost: \$5,000  
 Distributor caps: \$1,500-\$2,500  
 Chassis #: Left frame rail  
 Engine #: Right side of engine block  
 Club: Mercedes-Benz Club of America  
 1907 Lelaray St.  
 Colorado Springs, CO 80909  
 More: [www.mbusa.com/classiccenter](http://www.mbusa.com/classiccenter)  
 Alternatives: 1932 Horch 670 V12 cabriolet,  
 1930 Hispano-Suiza H6B,  
 1938 Maybach SW38  
 SCM Investment Grade: A

## Comps



1938 Mercedes-Benz 540K Sport cabriolet  
 Lot 90, s/n 232697  
 Condition 2+  
 Sold at \$946,000  
 Gooding, Scottsdale, AZ, 1/17/2009  
 SCM# 119221



1937 Mercedes-Benz 540K cabriolet D  
 Lot 216, s/n 169363  
 Condition 1-  
 Sold at \$1,391,850  
 RM, London, UK, 10/31/2007  
 SCM# 48023



1937 Mercedes-Benz 540K cabriolet B  
 Lot 320, s/n 169350  
 Condition 2-  
 Sold at \$519,089  
 Christie's, Paris, FRA, 2/16/2007  
 SCM# 44243

oddly enough, they aren't as popular as the factory-built cars. These cost a shade under \$2m.

### Maybe not sexy but definitely imposing

Next in line is the standard cab A, a pedestrian but very well built two-seater. Mercedes built around twelve of these with the more attractive 500K bodywork with rear spares, and these bring the most money, probably over \$1.5m, leaving the standard cab A at \$1m-plus.

Following these we have the four-seat versions—the cab B and cab C. The cab B is a two-door with four side windows. The cab C, which is our subject car here, has two doors, two side windows, and a Victoria-style top that covers the area where the quarter windows would be. These are a toss-up for desirability, as there are friends in both camps. I prefer the cab B, as it looks lighter above the belt line due to all the glass. These can bring around \$1m.

The cab C we have here sold in Reims, and although I did not see it personally, it is a matching-numbers example and looks very well done in the photos. It's finished in the highly desirable black with red combination. Mercedes of the period look best in dark single colors; they don't take well to light or bright shades.

At the sale, SCM auction reporter Jérôme Hardy wrote: "Restored to show standards some years ago I would guess, but still sharp in and out. Nothing to fault on this icon, which dates from when Germany was showing the world that they were building the very best. Veneer amazing, deep wool carpets, panel fit perfect. Matching numbers, history clear, no stories, and in its original color combination. Maybe not sexy, but imposing. Smartly bought 15% below the low estimate of \$588,000. (Compare with a 1937 540 cabriolet A, SCM #48023, sold at RM London for \$1.4m in October 2007.) Still, it might have done better at Rétromobile in a few months in front of a more international crowd. Good news for the buyer. I would consider this a bargain."

So this cab C was bought below the low estimate and was a bargain for the buyer. Bravo. It does, however, bring out one of the hidden faults in the auction system. It may



well have done better at Rétromobile, and this just goes to show that you have to do your homework and pick the right auction and venue for your particular car.

Auctions can bring world record prices, or they can brand a car that does not do well. Like everything in life, legwork you do beforehand will pay off in the end. The low price this car achieved puzzles me. Maybe it took a little punch in the nose for being right-hand drive, but this seems like an awful lot of car for the money. Perhaps the market has shifted more than I am aware of, but all things considered, I'd simply call it very well bought. ♦

(Introductory description courtesy of Bonhams.)

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1959 Scaglietti Corvette

1962 Mercedes-Benz 300SL Roadster



1971 Mercedes-Benz 280SE 3.5 Cabriolet

1932 Rolls-Royce Phantom II Henley Roadster



# 1970 Chevrolet Chevelle SS 454 LS6 Convertible

This Chevelle became the poster car for muscle car “doom and gloom”—the seller took a cool million-dollar haircut in under four years

by Colin Comer



Photos: Darin Schnabel

Chassis number: 136670B190703

**B**ig changes at GM for 1970 included the end of the corporate edict forbidding engines larger than 400 cubic inches in its intermediate models. Chevrolet's “big-block” V8 was enlarged to 454 ci and formed the basis of the LS6 option, intended to help Chevrolet wrest control of Super Stock drag racing from Chrysler.

The redesigned 1970 Chevelle SS was the perfect platform for the LS6 engine, which was underrated at 450 hp and 500 ft-lb of torque. It was backed by either an M22 “Rock Crusher” 4-speed manual or hard-shifting M40 Turbo Hydra-Matic automatic transmission. Depending on rear-end gearing, which ranged from 3.31:1 to 4.10:1 from the factory, LS6 Chevelles were capable of easy 13-second quarter miles.

Diehard Chevrolet racers Ralph Truppi and Tommy Kling of New Jersey dominated the NHRA's North East Division during the 1960s. Truppi was a skilled interpreter of the NHRA rulebook, relying on brainpower rather than financial power for the competitive edge. Truppi later joined forces with Kling, and found Ray Allen, a talented young driver. The Truppi-Kling team focused on incredibly careful preparation, a major factor in their success.

When the LS6 Chevelle was introduced, Truppi-Kling ordered a Fathom Blue convertible with a column-shifted M40 automatic for a planned assault on the NHRA SS/E class. Their major sponsor was Briggs Chevrolet from South Amboy, New Jersey. The convertible was chosen for its factory-added structural reinforcements, and the NHRA allowed it to run without a roll bar, provided the top remained up. NHRA-legal engine modifications consisted of Hooker headers, an L88 solid-lifter camshaft, and an Edelbrock Tarantula intake manifold. A Vitar torque converter and 5.14:1 Zoom rear end gears were fitted.

According to Allen, while the Chryslers were clocking times in the mid-eleven-second range, “...we went out and ran 11.01, and the Chrysler guys just died. The next week we lowered our own national record to 11.33 seconds.” The Truppi-Kling Chevelle was undefeated in 1970, winning the NHRA North East Division championship, the 1970 World Finals, and the 1970 Supernationals. After the 1971 racing season, Allen moved up to a Pro Stock Vega, and another Truppi-Kling team member, Claude Urevig, took over the LS6 from 1972 until about 1974–75.

The “Killer Car,” as this particular Chevelle became known, ended Chrysler's domination of the NHRA's Super Stock classes at the peak of the muscle car era. It's one of the most important pieces of American motorsports history.

**SCM Analysis** *This car sold for \$264,000, including buyer's premium, at RM's Icons of Speed & Style auction in Los Angeles, California, on September 26, 2009. It previously sold for \$1,242,000 on January 14, 2006, at the Barrett-Jackson auction in Scottsdale (SCM# 40317).*

*This Chevelle became the new poster child for “gloom and doom” muscle car analysts within seconds of this sale. After all, the consignor took a cool million-dollar haircut on this car in under four years. But the last time it sold, at Barrett-Jackson Scottsdale 2006, this LS6 instantly raised the bar on muscle car prices, so it represents an extreme case of extreme swings in the market.*

## Not much of the NHRA champion was left

*Let's look at more of its history. Once it was out of sanctioned Super Stock racing in 1972, it was treated like any other old drag car—they just kept hacking at it to make it faster. When purchased by Ray Allen in the*

## Details

Years produced: 1970  
 Number produced: Total RPO LS6-engined 1970 Chevelles and El Caminos: 4,475.  
 Estimates range from 17–50 LS6 convertibles; 100–500 LS6 El Caminos; with the balance being Chevelle hard tops  
 Original list price (LS6 convertible): \$4,800  
 SCM Valuation: \$350,000–\$550,000  
 Tune-up cost: \$400, including valve lash adjustment  
 Distributor cap: \$14.99  
 Chassis#: Driver's side dashtop; cowl data tag in engine compartment  
 Engine #: Pad below front edge of right side cylinder head  
 Clubs: American Chevelle Enthusiasts Society (ACES); The Supercar Registry/The Yenka Sports car Club  
 More: [www.chevelles.com](http://www.chevelles.com); [www.yenko.net](http://www.yenko.net)  
 Alternatives: 1970–71 Plymouth Hemi 'Cuda convertible, 1969–70 Ford Mustang 428 SCJ R-Code convertible, 1969 Chevelle 396/375 L89 convertible

## Comps



1970 Chevelle SS 454 LS6 2-door hard top  
 Lot S127, s/n 136370A135886  
 Condition 2+  
 Sold at \$318,000  
 Mecum, Indianapolis, IN, 5/13/2009  
 SCM# 120623



1970 Chevelle SS 454 LS6 convertible  
 Lot 653.1, s/n 136670B167506  
 Condition 1  
 Sold at \$148,500  
 Barrett-Jackson, West Palm Beach, FL, 4/9/2009  
 SCM# 120172



1970 Chevelle SS 454 LS6 2-door hard top  
 Lot S144, s/n 136370A168118  
 Condition 2+  
 Sold at \$65,720  
 Mecum, Kissimmee, FL, 1/22/2009  
 SCM# 119450

1980s in Georgia, not much of his original NHRA Champion was left.

The B-J consignor, a well-known broker/dealer from SoCal, purchased the car from Ray Allen in a semi-restored state. And therein lies the rub. The Ray Allen car falls into the gray area between original cars with no fame, and famous race cars that were preserved as testaments to their crowning achievements. As found, this LS6 was not in the same configuration as the car that won the 1970 Nationals, nor was it a well-preserved stock 1970 LS6 convertible, of which fewer than 20 were produced.

Such was the dilemma that faced the 2006 B-J consignor. The car was being restored by Allen to stock LS6 trim, but it didn't have original sheetmetal, the original drivetrain was gone by 1971, and the base car was a column-shift automatic LS6—not the ultimate version by any means.

The value was in its race history, but what arrived at B-J was a restored street car with a vintage drag car appearance. Under the hood was a replacement motor dressed as a stock LS6 unit, with none of the period NHRA-legal speed parts or internal modifications that would enable it to leave the polo field with the front wheels hung high. The race lettering and sponsorship logos were decals, easily removable so the car could be used on the street, and not hand-painted as they were in 1970.

### It's hard to get excited about a wheezing drag car

The restoration was decent, but it had driver-level paint and fit and alignment issues. Even the tires were just modern drag racing tires and not proper vintage slicks 'n skinnies that would have really given the car the right look. And it's hard to get excited about a drag car that wheezes onto the stage. More telling perhaps was that the 2006 consignor hoped the car would bring around \$400k—little more than a stock LS6 convertible at the time.

So when two determined, high-profile bidders decided to duke it out on Speed TV and the hammer dropped at \$1.15m plus commission, I knew the best way to get free drinks was to follow that consignor around for the rest of the night. It was a completely over-the-top price based solely on two people fighting it out to the bitter end. The value wasn't based on the car but on its history. Instantly this result pushed LS6 values up 30%.

Which leads me to my opinion on the two high-profile sales of this particular LS6. The first sale at B-J was easily 50% higher than any logical value, while the sale at RM at \$264k was a very good buy for an end user.

Why so cheap? Anyone who can count can figure the world's economic crisis and



the roughly 30% decline of the collector car market was a contributing factor. And if there is a market that has been hit harder than muscle cars, it has to be vintage drag cars. The market has been flooded with historically significant drag cars and prices are in the tank. Besides, unless you have a museum or a private drag strip, you can't really use them; you can't throw the kids in the back and head to Bob's Big Boy cruise night.

My advice for the new owner of this LS6 is to call up Ray Allen and pay him to help you make the car exactly as it was when he last raced it. Scour eBay for an Edelbrock Tarantula intake, vintage slicks, and Hooker headers. Have the motor built back up to NHRA-legal Truppi-Kling specs. Find a retired sign painter who can hand-letter the graphics. Make sure the car is safe, tuned right, hooks hard, and goes straight. Then call me so I can help you get it to the Supercar Reunion next year and we can make a dozen passes and see if she'll still run 11-flats. Well bought. ♦

(Introductory description courtesy of RM Auctions.)



# 1968 Lola-Colt T150 Indy Car

You couldn't think about an equivalent Formula One car for less than four to five times the money. The engine alone is worth half what the car sold for

by Thor Thorson



Photos: Darrin Schmatel

Chassis number: T1502

The advantages of four-wheel drive had been shown at Indianapolis in 1967, and George Bignotti sought to profit by combining it with the Ford V8 in 1968. He bought a single four-wheel-drive Lola with Ford V8 power for Al Retzlaff, to be driven by Al Unser. It was this car. In the 500, Unser qualified the 4WD Lola outside the second row in sixth position but crashed on lap 40 when a spindle broke. After being repaired in England, it returned in time for the USAC road course race at Indianapolis Raceway Park. Unser proved his versatility by winning both ends of the two-heat feature.

A major development in 1969 was the foundation of Vel's Parnelli Jones Ford team. With backing from Ford and Firestone, Vel Miletich and Parnelli Jones bought out Al Retzlaff and acquired along with his Lola-Fords the services of legendary chief mechanic George Bignotti and driver Al Unser. The objective was to dominate USAC racing in North America and also race competitively in international Grands Prix, carrying the Firestone banner into Goodyear territory.

USAC had reacted to the perceived advantages of 4WD by restricting them to just ten-inch tire widths, effectively robbing the promising but expensive technology of its advantage, and not incidentally protecting the installed base of USAC car owners. Bignotti converted this car, wearing USAC #3 signifying Al Unser's 1968 driving championship standing, to rear-wheel drive, with side-mounted fuel cells and the distinctive "coal chute" rear decks feeding air to rear-mounted oil cool-

ers. Recognizing the extent of the modifications, it was renamed the Vel's Parnelli Jones Special. Unser capped this car's season with a win from the pole at Phoenix on November 15.

For 1970, the Lola-based Vel's Parnelli Jones Special was again modified with aerodynamic improvements and changed its identity to "Lola Colt." Miletich and Jones signed Topper Toys as the team's season-long sponsor. Its dramatic "Johnny Lightning" blue livery with bold yellow lightning bolts outlined in red has become one of racing's most recognized and brilliant liveries. For the 1970 season, this car became Al Unser's entry on short paved ovals and road courses on his way to a legendary season. With this car he won at Phoenix in the season opener, at Indianapolis Raceway Park in July, the Tony Bettenhausen 200 at Milwaukee in August, and the Trenton 300 in October.

The Lola-Ford/Vel's Parnelli Jones Special/Lola Colt is a rare, important survivor of the era. It started the Indianapolis 500 three times. Its history as the contributor of 2,930 points to Al Unser's historic total 5,130 points in 1970 marks it as one of the most important USAC Championship cars of its, or any, period.

## SCM Analysis

*This car sold for \$82,500, including buyer's premium, at RM's Icons of Speed & Style auction in Los Angeles, California, on September 26, 2009.*

*I'm going to lead with my chin on this one. This car was an absolutely fabulous deal for whoever bought it,*

## Details

Years produced: 1968  
 Number produced: 3  
 Original list price: n/a  
 SCM Valuation: \$150,000–\$250,000  
 Cost per hour to race: \$2,500  
 Distributor cap: \$200  
 Chassis #: Tag on tub in cockpit  
 Engine #: n/a  
 Club: Historic Champ/Indy Car Association  
 2640 Park Blvd #4  
 Palo Alto, CA 94306  
 More: [www.champindycar.com](http://www.champindycar.com)  
 Alternatives: 1982–92 Kraco Indy,  
 1968 Lola T142 F5000,  
 1977–79 Lotus 79  
 SCM Investment Grade: B

## Comps



1960 Watson Indy roadster  
 Lot 234, s/n n/a  
 Condition 1  
 Sold at \$495,000  
 RM, Tustin, CA, 6/14/2008  
 SCM# 116985



1964 Offenhauser Dean Van Lines roadster  
 Lot 78, s/n M10048A206L052305  
 Condition 2  
 Sold at \$231,000  
 Gooding, Pebble Beach, CA, 8/15/2009  
 SCM# 142014X



1951 Offenhauser Blue Crown Special  
 Lot 74, s/n M10108A206L072688  
 Condition 2  
 Sold at \$110,000  
 Gooding, Pebble Beach, CA, 8/15/2009  
 SCM# 142011

selling for, at the very best, half of what it should have brought. Why this happened has a number of possible answers, but there are definitely important lessons for both buyers and consignors.

First, let's talk about the car. One of the problems with Indianapolis and U.S. championship cars has always been that they're not at all user friendly if you actually want to run them. The front-engined Indy roadsters that dominated through the mid-1960s were big, brutal things made to run at one speed (wide open) and turn one direction (left) while being driven by muscular (real) men for whom comfort and survival were secondary concerns. They are now almost exclusively limited to being static displays in museum-style collections and to doing occasional genteel demo laps on various ovals.

### A classic example of the vintage race-able Indy car

After the mid-engined revolution, technology turned the "Champ Cars" of the modern era into incredible racing machines that unfortunately require elite-level driving skills, corporate-level funding, and huge support teams. Thus, these too are relegated to static display in collections and sports bars. In the middle of these two basically unusable bookends was a short period when the mid-engined concept had been accepted, but before high-tech systems had taken over. If you're a vintage racer, this was a golden time. Road racing had been allowed to take a legitimate seat alongside ovals for championship points, so the cars turned both ways and stopped, as well as hurtling around in circles, and they were still low-enough tech that you could run them competitively out of a well-staffed garage.

The "Johnny Lightning Special" is a classic example of this middle bunch—the vintage race-able Indy car. If you look beneath the fancy graphics and imposing history, this is really an early Lola Formula 5000 with a turbocharged 4-cam Ford engine and some minor concessions to Indy rules. I'm not trying to belittle it—one of the greatest drivers of recent American history plied his trade in the seat for several years. The point is that, much like the European Formula One cars of the same era, this is a car you can actually use.

Admittedly, you'd want to put a road-racing snail on the turbocharger, which knocks a few hundred horsepower off the top end but gives it a useable torque range, and admittedly, your wallet had better be pretty fat every 20 or so hours when that complicated engine needs to be refreshed. But this is a car a competent driver could take to the track and flog for a weekend just for the joy and giggles. Virtually any vintage event would happily find room to include it.

So what about value? Why did it sell for so little? A knowledgeable buyer would understand that it hadn't run in at least six years and will need something like \$40k before it hits the track, but it still sold for a Formula 5000 price, rather than that



of a Championship car with history. You couldn't think about a roughly equivalent Formula One car for less than four to five times the money. The engine alone is worth half what the car sold for.

### Perhaps buyers didn't know about it

What happened? I think there are several aspects to this sale. First, most people don't think of Indy cars as things you can use, so even the ones you can play with tend to be valued as static display collectibles. Second, value in vintage race cars tends to follow how much racing you can do, and even though you can run a car like this, there aren't a lot of others out there to go play with. Third, Indy cars aren't as sexy as Formula One; Brigitte Bardot didn't hang out in Gasoline Alley like she maybe did at Monaco. I'm afraid that the big reason, though, is that this car just went under the radar. I'd guess the serious buyers just didn't know about it, presented as it was in a sale that featured show cars, hot rods, and dragsters. I didn't.

So here's the lesson: If you're a seller of a special car, make very sure that you consign it to an auction that will attract the appropriate buyers. Don't put a Lancia in a muscle car auction, and vice versa. If you're a buyer looking for great deals, don't ignore an event just because it is filled with cars that don't interest you. Most auctions, like most wine lists, have a few great values if you pay attention and act when the others aren't watching. I think that's what happened here, and somebody got a great deal. ♦

(Introductory description courtesy of RM Auctions.)



# Fall Sales See Strong Results

More consignments led to higher final totals at nearly every auction location

by Jim Pickering

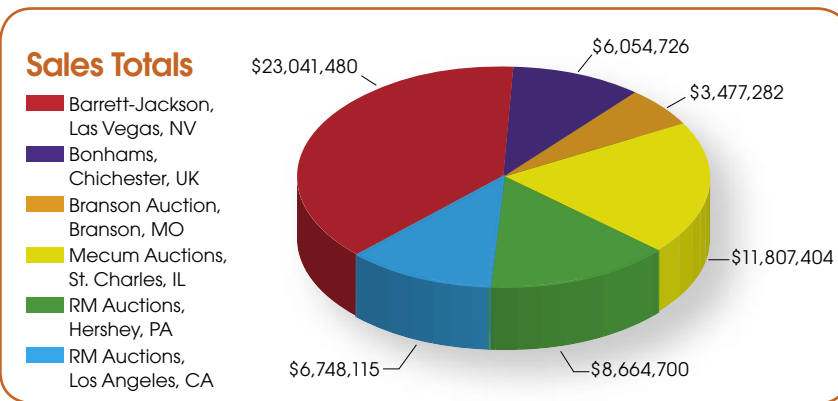
Collector car sales throughout September and October drew solid results at locations around the globe, and a number of auctions saw an increased number of consignments bring higher final totals than those achieved just a year prior. SCM's Auction Analysts were out in force from Los Angeles to Goodwood, recording sales and analyzing condition firsthand. As always, there is no substitute for boots on the ground when it comes to evaluating collector cars.

In mid-September, Auction Analyst Chuck Leighton traveled to Branson, Missouri, for the annual Fall Branson auction, where 138 of 274 cars sold for a final total just under \$3.5m. Leighton noted that an array of consignments brought lots of interest among bidders, including the high sale, a 1948 Talbot-Lago T26 Record that made \$280,800. An increase in final totals of about \$720k over last fall's \$2.7m event, where 124 of 241 lots sold, was good news for both Branson and the market as a whole.

Bonhams held its annual sale held alongside the Goodwood Revival on September 18, and Senior Auction Analyst Paul Hardiman was there to note 57 of 69 cars selling for a final total of just over \$6m. High sale this year went to a barn-find 1966 Aston Martin DBSC coupe—one of two bodied by Touring—at \$522k. Last year, 47 of 72 brought \$5.8m, and this year, ten more sold cars meant an extra \$200k, which represented comfortable growth for Bonhams in this market.

RM's Icons of Speed & Style sale took place on September 26, and Auction Analyst Ed Milich was there as each of the no-reserve lots crossed the block. American concept cars and racers from the '50s, '60s, and '70s made up the bulk of the consignment list, including several Ed Roth creations, and at the end of the day, the 81 lots on offer combined to bring a total of \$6.7m, led by the 1965 Dodge "Little Red Wagon" drag car at \$550k.

Mecum's annual Fall High Performance auction in St.



Charles took place during the first weekend in October, with 414 of 747 lots selling for a final total of \$11.8m. Auction Analyst Dan Grunwald noted that compared to last year, where 305 of 607 automotive lots brought \$10.2m, the average price per car dropped a bit, from \$16,600 to \$15,806 each, leading the way to a number of decent buys for astute collectors.

One week after the Mecum sale, Grunwald headed to Las Vegas for Barrett-Jackson's second annual no-reserve sale at the Mandalay Bay resort. Just 419 lots were offered this year, as compared to last year's 519, but Grunwald noted improved logistics and much interest, with 51,000 attendees, 1,000 registered bidders, and all the auction cars parked inside. This year's \$23m result was a bit behind last year's \$29m, but considering 100 fewer cars were available, the results compare favorably.

RM's Hershey auction in mid-October saw 128 of 136 lots sell for a combined \$8.7m, led by a 1931 Marmon V16 convertible coupe sold at \$517k. Senior Auction Analyst Carl Bomstead said the consignments available there had a wide appeal, and bidders were certainly interested, illustrated by an exceptional 94% sell-through rate. As was the case elsewhere, final totals were up over last year's numbers (\$8.7m this year as compared to \$6.9m for 73 of 84 lots in 2008), but the average price per car fell from 2008's \$94k to just \$67k, which again made for a number of good buys.

Finally, if '50s style in a tiny package is what you're after, Geoff Archer's report on recent eBay Motors sales should have just the flavor of Nash Metropolitan for you. ♦

## SCM 1-6 Scale Condition Rating:

- 1: National concours standard/perfect
- 2: Very good, club concours, some small flaws
- 3: Average daily driver in decent condition
- 4: Still a driver but with some apparent flaws
- 5: A nasty beast that runs but has many problems
- 6: Good only for parts

## Top 10 Sales This Issue

(Land Auctions Only)

1. 1965 Dodge A100 "Little Red Wagon" pickup, \$550,000—RMLA, p. 84
2. 1966 Aston Martin DBSC coupe, \$522,415—Bon, p. 74
3. 1931 Marmon Sixteen convertible coupe, \$517,000—RMH, p. 56
4. 1965 Shelby Cobra 289 roadster, \$440,000—BJ, p. 66
5. 1970 Pontiac GTO Judge convertible, \$371,000—Mec, p. 92
6. 1969 Lamborghini Miura P400 coupe, \$343,115—Bon, p. 78
7. 1965 Dodge Deora Concept pickup, \$324,500—RMLA, p. 86
8. 1955 Aston Martin DB2/4 Mk II drophead coupe, \$296,497—Bon, p. 74
9. 1947 Talbot-Lago T26 Record convertible, \$280,800—Bra, p. 95
10. 1976 "Spirit of 76" Bonneville Streamliner racer, \$275,000—RMLA, p. 86



## Best Buys



1. 1923 Rolls-Royce 40/50hp Silver Ghost "Salamanca" sedan de ville, \$190,700—Bon, p. 72
2. 1951 Tom Beatty Belly Tank lakester, \$229,900—RMLA, p. 82
3. 1935 Auburn 851 boattail speedster, \$243,000—Bra, p. 96
4. 1919 Locomobile Type 48 Series 5 sportif, \$74,250—RMH, p. 54
5. 1950 MG TD roadster, \$14,850—BJ, p. 62



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# Vintage Motorcars of Hershey

I've always been partial to Marmons, and the 1931 V16 convertible coupe, in unusual but attractive colors, sold for a realistic \$517k



1931 Marmon made high sale at \$517,000

<b>Company</b>	RM Auctions
<b>Date</b>	October 8–9, 2009
<b>Location</b>	Hershey, Pennsylvania
<b>Auctioneer</b>	Max Girardo
<b>Automotive lots sold / offered</b>	128/136
<b>Sales rate</b>	94%
<b>Sales total</b>	\$8,664,700
<b>High sale</b>	1931 Marmon V16 convertible coupe, sold at \$517,000
<b>Buyer's premium</b>	10%, included in sold prices

Report and photos by Carl Bomstead  
*Market opinions in italics*

**R**M knows how to play to its audience. Hershey, Pennsylvania, is a long way from Pebble Beach, and 4-cam Ferraris and alloy-bodied Gullwings were not on the minds of the thousands trudging through the swapmeet fields of the annual AACA Fall Meet.

As a result, RM presented a line-up of bread-and-butter collector cars that had wide appeal and were for the most part very affordable. They had an exceptional sell-through rate of 94%, with the average sale well under \$100k. This was my first opportunity to observe Max Girardo, RM's European Managing Director, at work with the gavel, and he did a very commendable job, swiftly moving the bidding along with a delightful sense of humor.

The Crawford Auto Aviation Museum, located in Cleveland, Ohio, presented 24 lots at no reserve, and the most interesting—a rare Miller 91 front-drive engine—ended up at \$297k. One suspects there are a few Miller race cars in collections that do not have authentic engines, and this was a rare opportunity to rectify the deficiency. The intense bidding flew past the high estimate of \$150k and did not stop until it was almost doubled.

Three 1948 Chrysler Town & Country convertibles were offered, and the two exceptional examples sold for



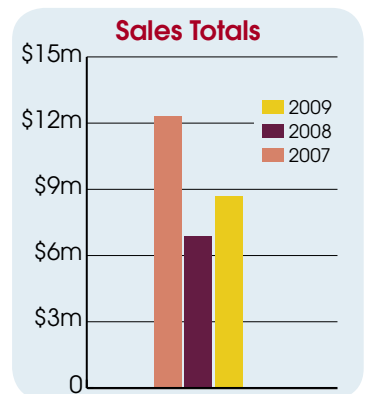
\$148,500. The other, with some wood issues and an older restoration looking a bit tired, only realized \$115,000. A rare occasion to pick from three at one event.

The 1931 Packard 833 Dual Cowl that won the FIVA award at this year's Pebble Beach Concours was only bid to \$120,000 and failed to sell—rightly so at such a paltry offering. The annual FIVA award goes to the “Best Preserved and Regularly Driven Pre-war Car,” and with the current interest in preservation cars, I thought this would have done far better.

From the “Well Bought” department I found a 1973 Jaguar Series III XKE that sold for only \$41,250. It required a bit of elbow grease, but the body was straight and solid and the interior was well sorted. The Jaguar market has been declining of late, but with only 11,045 miles on the clock and a V12 under the hood, this one looked like a good value.

My favorite car was also the high sale. I've always been partial to Marmons, and the 1931 V16 convertible coupe, with its clean Deco styling and smooth, powerful engine, may have had a chance to land in my garage had the market been kinder of late. Finished in unusual but tasteful colors, it sold for a realistic \$517k.

RM had a clear field this year at Hershey, as Kruse, with its well-publicized financial issues, failed to make an appearance at its traditional Hershey Arena site. RM took advantage, with a full day of automobilia preceding the automobile auction and a catalog full of desirable cars. ♦



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**ENGLISH**

#680-1931 **ROLLS-ROYCE 40/50hp PHANTOM II** sedanca de ville. S/N 4JS. Gray & black/slate leather. RHD. Odo: 37,916 km. Coachwork by Thrupp & Maberly. Two-year-old restoration has been well maintained and shows well. One of six in this body style. Excellent interior wood trim, minor dents on



radiator. Attractive paint, good brightwork, engine compartment spotless. A very striking Rolls-Royce. Cond: 2+. **SOLD AT \$176,000.** Price paid was strong but not unreasonable considering the elegance of the coachwork and the quality of restoration. Almost too nice to take on a tour, which is a shame. I'd think all were happy here.

**FRENCH**

#695-1906 **PANHARD-LEVASSOR 25/30 touring.** S/N S4R1. Light blue/tan canvas/gray leather. RHD. Attractive car with lots of brass. Twin chain drive. Nice paint, passenger door fit off a bit, minor dings on brass radiator. Engine clean with excellent brass fittings. Blue tufted leather seats. Ready for the next Brass Era tour. Cond: 3+. **SOLD AT \$96,250.** Last seen at



RM's Amelia Island sale in March of this year, where it sold for \$137,500 (SCM# 116079). It was stated then that the buyer should be pleased, but what a difference six months makes in this uncertain economy. A \$41k haircut is not a pleasant experience regardless of circumstances.

#624-1930 **BUGATTI TYPE 44 touring.** S/N 44547. Eng. # 238. Green/tan leather. RHD. The only Type 44 two-door four-passenger phaeton thought to exist. Older restoration needs attention. Paint cracked and worn, large touch-up on right front fender, dash shows wear. Nice leather seating, engine clean, no top. Engine does not run. From the Crawford



Museum. Cond: 3-. **SOLD AT \$187,000.** Price paid certainly seems aggressive, especially with the noted engine issues. Well documented history and original coachwork added to the value here, but pulling the cylinder head will tell the real story. I have to assume the buyer knew what he was getting into when he raised his paddle.

**AMERICAN**

#631-1909 **STANLEY MODEL E2 run-about.** S/N 4620. Green/black leather. RHD. Odo: 24,955 miles. The smallest and best selling Stanley. An original example, stored in barn until the late '70s. Fenders made of curved wood, fitted with new boiler and rebuilt burner. Stated to be in running order. An amazing original that's simply too good to restore. Cond: 4.



**SOLD AT \$176,000.** Two determined bidders had to have this, and the final number went far past the pre-sale estimate range of \$50k-\$80k. Hope it ends up in a museum where it can be enjoyed by all. Seller must still be grinning.

**BEST BUY** #620-1919 **LOCOMOBILE TYPE 48 Series 5 sportif.** S/N 11873. White/tan canvas/red leather. Odo: 4,525 miles. Restored in the early '70s with lacquer paint, which is now nicked and cracked. Wood nicked and gouged, canvas top stained, several buttons on tufted seats missing. Advertised as "The Exclusive Car for Exclusive People." From



the Crawford Museum. Cond: 3-. **SOLD AT \$74,250.** Locomobile's reputation was built on a Vanderbilt Cup win in 1908 and a Glidden Tour First Place in 1913. This was a most desirable example that needed a little love and attention. A lot of car sold for not a lot of money, and a little paint and polish will go a long way in giving this a lot of upside. Chalk this one up for the buyer.

#725-1924 **FORD MODEL T Huckster truck.** S/N 5879947. Red & black/black vinyl. Older restoration with AACA awards from the early '90s. Signs of age and use since include



nicked and crazed paint. Very nice wood in truck bed. Drop-down glass in cab, roll-down curtains in back. Cute as box of kittens. Cond: 2-. **SOLD AT \$24,200.** Change the lettering and use this on your estate. Better yet, prepare for bad times ahead and use it to sell produce from your garden. Either way, it was well bought at far less than the cost of restoration.

#629-1927 **BUICK MODEL 20 Standard Six 2-dr sedan.** S/N 18673871940289. Blue/blue fabric. Odo: 23,599 miles. Found in a barn in Wisconsin. Mileage thought to be accurate from new. Body and fenders resprayed, nickel radiator original. Front seats redone,



rears original. Artillery wood wheels. Too much done to get in the Preservation Class, but regardless, an excellent example. Cond: 2. **SOLD AT \$38,500.** Fully priced here, as these seem to appeal to an older generation. Expect to see this on an AACA tour or being judged at Hershey. I think the seller had the upper hand here.

#636-1927 **ESSEX SPEEDABOUT.** S/N 587601. Sierra Sand & black/black fabric/black leather. Odo: 47,225 km. Coachwork by Biddle & Smart. First year for the boattail

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Speedabout. Restored in the early '80s, but now showing signs of age. AACA National first in 2005. Decent paint except for cracking on doors, decent leather interior. Long past its prior glory. Cond: 3-. **SOLD AT \$38,500.** Last seen at RM's New York sale in 2000, where it was a no-sale at \$25,300 (SCM# 10640). Sold privately in 2006. A desirable body style, but another restoration would be cost prohibitive, so use and enjoy.

**#692-1929 PACKARD 640 Custom convertible coupe.** S/N 177279. Burgundy & black/tan canvas/black leather. Odo: 32,566 miles. Restored in the early 2000s and has been well maintained since. Paint not fresh but still presentable, minor body fit issues at doors and windows. Single Pilot Ray lamp. Interior well presented, equipped with rumble



seat and golf club door. An impressive Packard on a 140-inch wheelbase. Cond: 2. **SOLD AT \$93,500.** A fitting symbol of the elegant lifestyle before Wall Street tanked. Most prefer mid-'30s Packards as tour cars, as these are a chore to drive for any period of time. As such, they are well priced on a relative basis, and the price paid here was in line with expectations.

**#667-1929 PACKARD 640 Custom Eight roadster.** S/N 167405. Burgundy & black/tan canvas/black leather. Odo: 2,069 miles. Older restoration showing signs of age and use.



Several awards from the early 2000s, but needs attention in order to win a ribbon today. Paint cracked here and there, with numerous nicks and touch-ups. Rumble seat and golf club door fit not up to standard. Wonderful Woodlite headlights. Cond: 3-. **SOLD AT \$91,300.** Not too often do you see both a roadster and a convertible coupe offered at the same venue. Take your choice; they both sold for about the same money, so that was the market on sale day in Hershey. To my eye, the roadster gives a more period look, but driving companions often want roll-up windows.

**TOP 10 No. 3** **#696-1931 MARMON SIXTEEN convertible coupe.** S/N 16144722. Gray/blue/green fabric/teal leather. Odo: 51,874 miles. Coachwork by LeBaron. Thought to be the 22nd of 22 Convertible Coupes produced by Marmon in 1932, and one of two remaining. Restoration completed in 2000, awarded 100 points at the CCCA Annual Meeting that year. Door gaps off slightly,



unusual color for top. Engine sparkles. Clean Deco styling. Cond: 1-. **SOLD AT \$517,000.** Interesting history from new. Marmons have been real sleepers in the market. They've been coming into their own as of late, yet they still represent excellent value. Well bought at mid-estimate money, as it's a most desirable CCCA Full Classic that will be welcome at the most prominent concours.

**#670-1934 PIERCE-ARROW SILVER ARROW coupe.** S/N 2580001. Eng. # 305006. Two-tone green/green leather. Odo: 3,122 miles. The first production Silver Arrow. Unusual and bold paint an acquired taste, but was in the Pierce-Arrow sales brochure. Equally bold green leather interior shows well. Elegant wood interior trim, exceptional brightwork, engine bay spotless. Numerous national awards. Cond: 1-. **SOLD AT \$187,000.** Last seen at RM's Monterey sale in August '06, where we watched it fail to sell at \$170,000



(SCM# 42746). At the time, it was stated that the bid was all the money, but times change. The color choice does not appeal to all, but the quality of restoration was outstanding. I can't help but wonder what this would have sold for in more conventional livery.

**#637-1941 BUICK ROADMASTER convertible phaeton.** S/N 13928872. Royal Metallic Maroon/tan canvas/maroon leather. Odo: 270 miles. Started life as a taxi. Extensive two-year restoration in the mid-'70s. Fitted with skirts, fog lights, and bumper guards. Attractive paint with a few scratches and polishing swirls. Engine turned dash, leather interior shows



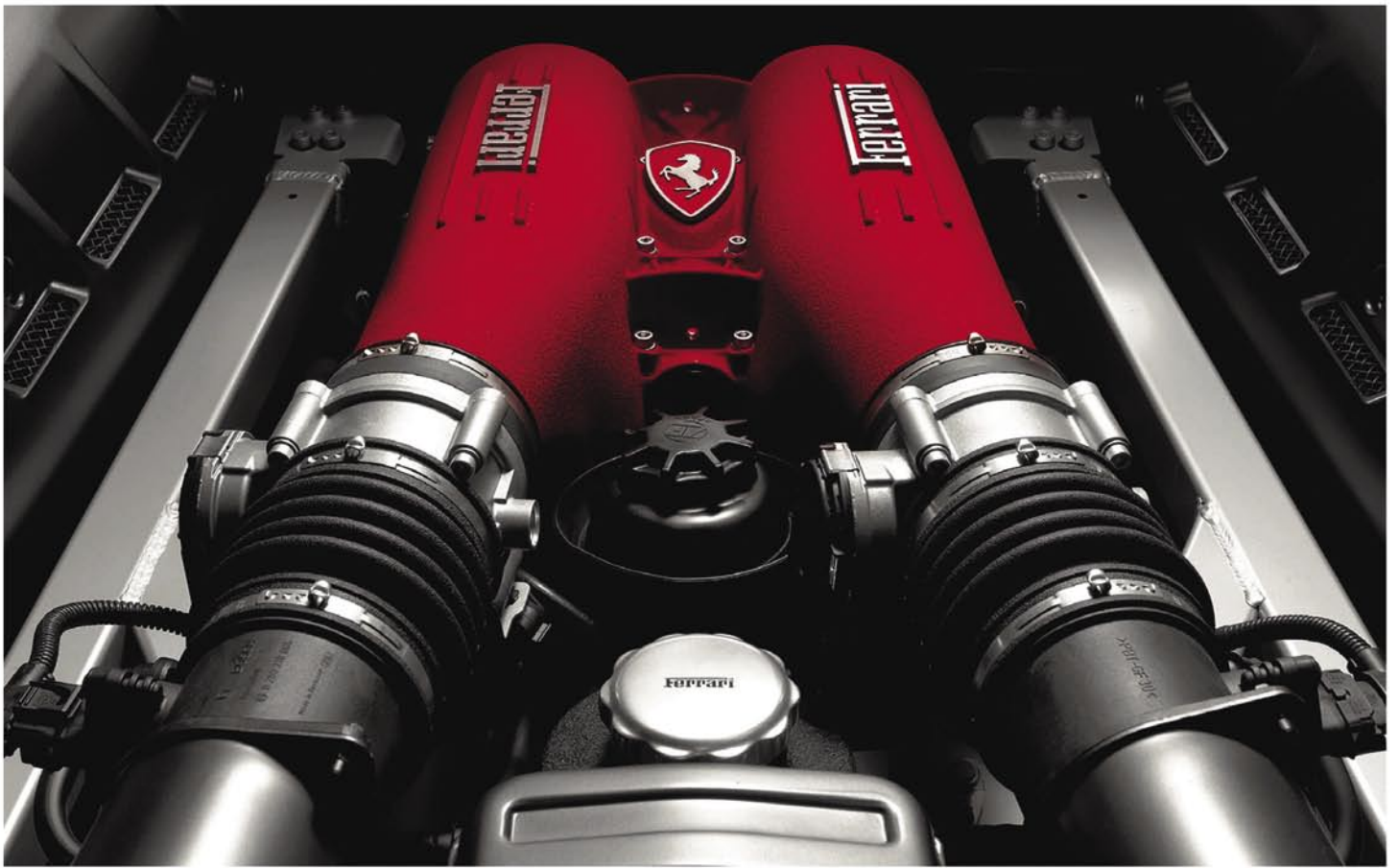
pleasant patina. A strong presentation. Cond: 2. **SOLD AT \$93,500.** Sold for less than the \$110k-\$140k estimate range, but I would not consider it well bought. What do you do with it? Not a CCCA Full Classic so it's limited to Buick Club and AACA activities. I don't see much upside, so drive the wheels off of it.

**#701-1941 CADILLAC SERIES 62 coupe.** S/N 8355524. Blue/gray fabric. Odo: 5,863 miles. Twenty-year-old restoration, completed a tour across Siberia and Russia. Numerous paint blemishes and touch-ups, several rust bubbles appearing. Red pinstripes not original. Interior not worn, but has signs of use as expected. A wonderful tour car. Cond: 3. **SOLD**



**AT \$37,400.** Last seen at Christie's Lyndhurst sale in April '99, where it sold at \$17,250 (SCM# 15866). This will not score well on the judging field, but it will be at the final dinner on a multi-day tour. Price paid was in the expected range of \$35k-\$45k, but to my mind, that was a bit on the high side. Still, any premium will soon be forgotten after the first 1,000 miles on the next CARavan.

**#688-1947 NASH AMBASSADOR SIX Super Suburban Woodie 4-dr sedan.** S/N R455307. Dark blue & wood/blue leather & plaid fabric. Odo: 15,046 miles. One of 575 produced, once in the Lloyd Mayes Collection. Older restoration has been well maintained. Very striking dash, Weather Eye heating system, rear seat converts to a bed. Several minor



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paint touch-ups, good panel fit, nice brightwork, clean engine. A rare woodie. Cond: 2-. **SOLD AT \$77,000.** *There's another example for sale in Arizona with an asking price in the \$200k range, but the price paid here was more in line with the current market. In high school we all wanted a Nash with the fold-down seat, but I doubt if we'd have known what to do with it.*

**#622-1949 BELANGER SPECIAL Indy roadster.** S/N 1540. Blue/tan leather. Odo: 1,540 miles. Acquired in 1947 by Murrell Belanger from Tony Bettenhausen. Earlier history sketchy. Raced in the 1949 Indy 500 as the #17 Belanger Special in blue and gold livery. Owned by Tiny Gould, also part of the Harrah Collection. Wonderful styling from the era, but now showing age. From the Crawford Museum. Cond: 3+. **SOLD AT \$192,500.**



*Vintage race cars can be a tough sell. As a general statement, the more history they have, the more bucks they bring. Documented history here comes in the form of a letter from Murrell Belanger. As such, the price paid was in line, so all should be content.*

**#647-1954 OLDSMOBILE 98 HOLIDAY 2-dr hard top.** S/N 548W2599. Black /red leather & black fabric. Odo: 18,676 miles. Low mileage stated to be original, color changed from red to black. Front seat shows minor wear, some glass delaminating, right rear window cracked. Fitted with skirts and tri-bar spinners.



Autronic Eye, power steering, power brakes, and power windows. Incorrect T-3 headlights. Oldsmobile's top-of-the-line for 1954. Cond: 2-. **SOLD AT \$30,250.** *Strong money here for an Oldsmobile that needed a couple thousand dollars worth of work. Low miles were an offset, so I'll call this fair all around. Well bought and sold.*

**#649-1955 MERCURY MONTCLAIR convertible.** S/N 55SL64079M. Red/white vinyl/red & white vinyl. Odo: 42,288 miles. 292-ci V8, 4-bbl, auto. Recent comprehensive restoration to a high standard. Paint fresh with



a few minor swirls, brightwork shows well, interior excellent. Small tear in vinyl top, engine bay sparkles. Little to fault here. Cond: 1-. **SOLD AT \$57,750.** *A strong car that sold for strong but well deserved money. I doubt you could restore one to this standard for the money paid, so I'd call it square for all.*

**#669-1957 DUAL-GHIA convertible.** S/N 132. Charcoal/black fabric/gray leather. Odo: 52,208 miles. 270-ci V8, 4-bbl, auto. One of 117 produced by Dual Motors Company during a three-year run. A "Rat Pack" favorite. Quality respray over some body issues in rear panels, Chrysler D-553 Hemi V8 engine highly



detailed. Clean, classic lines on desirable car. Cond: 2-. **SOLD AT \$181,500.** *Last seen at RM's Arizona sale in January of this year, where it sold for \$176,000 (SCM# 119100). After factoring in fees, transportation, etc., the seller appears to have been a bit upside down for his eight-month ownership. Hope he enjoyed the few miles it was driven.*

**#611-1958 CHRYSLER IMPERIAL CROWN limousine.** S/N LY11035. Black/black leather & fabric. Odo: 85,782 miles. Styled by Virgil Exner and built by Ghia in Italy. One of only 31 built in 1958. Gunsight taillights. Paint badly worn and cracked, heavy wear to leather front and fabric rear interior fittings, trim pitted and scratched. A rare car that needs help. From the Crawford Museum.



Cond: 3-. **SOLD AT \$71,500.** *This car brought lots of interest, and its final selling price went far beyond RM's pre-sale expectations of \$25k-\$40k. A great "take the gang to dinner" limo, but needs paint, chrome, and interior to win any ribbons. As such, price paid was aggressive.*

**#648-1962 LINCOLN CONTINENTAL 4-dr sedan.** S/N 2Y82H409448. Light yellow/black leather. Odo: 10,102 miles. 430-ci V8, 4-bbl, auto. An unmolested, low-mileage original example. Sunroof added. Excellent interior with minor signs of use, fitted with a/c and all the expected power goodies. Missing



rear aerial, paint stained on right rear fender. Slab sides not dinged or dented. Cond: 2-. **SOLD AT \$23,100.** *I hate to think what it cost to install the sunroof—not the installation cost, but the lost value cost of it not being original anymore. Bet it was at least \$5,000. Otherwise a wonderful example that'll turn heads at the next LLOC gathering. Well bought and sold.*

**#643-1964 STUDEBAKER GRAND TURISMO HAWK R2 coupe.** S/N 64V1085. White/black/black leather. Odo: 74,066 miles. 289-ci supercharged V8, auto. One of only 45 or so GT Hawks fitted with the 289-hp R2 engine in 1964, which included a 4-bbl, solid lifters,



and a Paxton SN50 supercharger. Of them, five are thought to remain. AACA Grand National Award in 2006. Paint with no obvious issues, trim scratched here and there. Well maintained. Cond: 2. **SOLD AT \$24,750.** *These appeal to a narrow audience, but if they are your thing, this was an opportunity lost. It sold for a song considering the R2 package and past awards. Well bought.♦*

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# Las Vegas Collector Car Auction

High-seller was a California-based Shelby Cobra at \$440k, while the “silly money” car was the 1963 Ford Barney Fife squad for an astounding \$121k



1920 Ford Model T speedster represented lots of fun for the buck at \$11k

## Company

Barrett-Jackson

## Date

October 7–10, 2009

## Location

Las Vegas, Nevada

## Auctioneer

Assiter & Associates—  
Tom “Spanky” Assiter, lead  
auctioneer

## Automotive lots sold / offered

419/419

## Sales rate

100%

## Sales total

\$23,041,480

## High sale

1965 Shelby Cobra 427  
roadster, sold at \$440,000

## Buyer's premium

10%, included in sold prices

Report and photos by Dan Grunwald

*Market opinions in italics*

Craig Jackson's second annual Las Vegas sale reaffirms the viability of the classic car market in the craziest city in the country. Despite the hit Las Vegas has taken in the gaming business and real estate sector, there's still a lot of money there.

Barrett-Jackson knows how to market itself, and from the collector car rally on Las Vegas Boulevard and the opening party with free drinks and live music at the Mandalay Bay Beach to the last car sold, the show went on and the money flowed.

As usual at a B-J event, the cars offered ran the gamut, from high-end rarities that would make the catalog cover at any auction, to the exotic, or “why would anyone build that?” variety. Also, as usual at a Barrett-Jackson event, everything sold, as all cars were offered at no reserve. For the bargain hunters willing to pay the price of admission, there were some good buys to be had if they were willing to put in the time waiting for the right car at the right price. For bidders with deep pockets (and/or a thirst for the TV cameras), there were a number of high quality vehicles. Last but not least, for those with a thirst for fame, there were opportunities to generate applause in the “silly money” category.

The star car and high-seller was a beautiful California-based Shelby Cobra with 32,000 original miles that sold for \$440,000. Another favorite was the “Ol’ Yaller” race car built by Max Balchowsky. This car also saw time in the Elvis and Ann Margaret film “Viva Las Vegas,” and



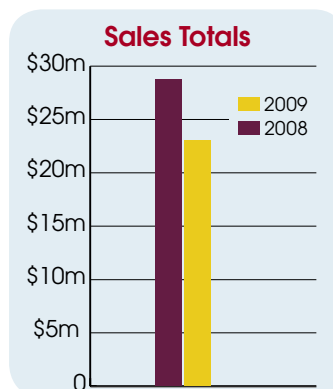
sold for \$198,000. The “silly money” car had to be the 1963 Ford Barney Fife squad car, which hammered down at an astounding \$121,000.

There were also numerous new cars that brought big money for charity. One of these was the second high sale at \$352,000—a 2009 45th anniversary Lee Iacocca Mustang and the last item of the auction on Saturday.

The Mandalay Bay logistics were much improved, with all the auction cars parked inside. Crowds were impressive, with a reported 51,000 attendees and more than 1,000 registered bidders, with more than 50% of those being first-timers. There were fewer automotive lots—419—compared to 533 last year, and the sale closed about 8 pm each evening, to allow the visitors to enjoy some of the Vegas night life. The results were still favorable, with a sales total of \$23,041,480, not too shabby compared to last year's \$29m.

The mix of cars offered something for everyone, with the average price point being \$53,800. Lot #1, a 1979 Firebird, took the honors for the least expensive car at \$3,850, but 20 lots sold on the first day for under \$10k. The mix of marques and models was impressive, with fewer pure hot rods than usual and more nice pickup trucks. These brought strong bidding from the Las Vegas locals in attendance.

Barrett-Jackson also announced another new auction, to take place in June 2010 at the Orange County Fair & Event Center in California. This event will be similar to the Las Vegas and Palm Beach sales, with approximately 400 automobile lots, and it will round out B-J's yearly calendar with an auction approximately every three months. ♦



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**ENGLISH**

#348.1-1948 **FORD ANGLIA Custom coupe.** S/N AZ303942. Purple/black leather. Odo: 64 miles. Small-block Chevy V8 of unknown dimensions claimed to put out 660 hp. Automatic transmission, chrome wheelie bars out back, and 29-inch rear tires. Fresh high-quality flamed paint and new interior with



full cage and racing belts. Couple of scratches on trunk lid, light paint chips on edge of top. Cond: 2+. **SOLD AT \$62,700.** *The auction card stated this had never been raced. How could you build this car, drive it 68 miles, and never race it? I just don't have that kind of willpower. Well sold.*

**BEST BUY** #25.1-1950 **MG TD roadster.** S/N XPAGTD609. Blue/black vinyl /black leather. RHD. Odo: 21,225 miles. Mid-level repaint a bit dull and orange peeled. New seats and top, chromed over pitting on



rear bumper. Miles said to be original, with recent engine rebuild as needed. Clean engine compartment, undercarriage and body wood seem solid. Cond: 2-. **SOLD AT \$14,850.** *Not concours, and the paint lets it down a bit, but otherwise it looked like a fine right-hook driver. This is the reason I didn't get a bidders card. Bought very well.*

#709-1961 **OL' YALLER VIII sports racer.** S/N DMV545CA. Yellow/red leather. Odo: 39,583 miles. 350-ci V8, 4-bbl, 4-sp. Lots of paint prep flaws in this original Max Balchowsky "Ol' Yaller" racer. Light seat wear and heat color on stainless side exhaust. Comes with original front clip with headlights. Built



on Jag XKE monocoque chassis with suspension and drive parts from Pontiac, Buick, and Chevrolet—even features a Morris Minor rack and pinion. Powered by a modified Chevrolet small-block V8. Cond: 2-. **SOLD AT \$198,000.** *Last seen at RM's Monterey sale in August '08, where it failed to sell at \$200k (SCM# 117463). Built in 1961, this car was a departure from Balchowsky's other racers, in that it featured a Jag E-type chassis rather than a custom tube frame. This car also saw some screen duty, being used in "Viva Las Vegas" before being turned into a custom by Dean Jeffries. A decent price to pay for racing history from a successful individual who beat many of the world's best factory-sponsored cars.*

#392-1962 **AUSTIN-HEALEY 3000 Mk II BT7 convertible.** S/N HBJ8L36330. Champagne/black vinyl/maroon vinyl. Odo: 5,037 miles. Fresh high level restoration to "as



delivered" condition. Top, bottom, inside, and out all excellent. No issues whatsoever. Cond: 1. **SOLD AT \$74,800.** *One of several nice Healeys at this auction, and sold on the money for its condition.*

#391.1-1964 **JAGUAR XKE SI convertible.** S/N N/A. Red/tan canvas/tan leather. Odo: 55,794 miles. Thick paint with chips, bubbles, and scratches everywhere. Color mismatched on panels, pop-riveted patch on left front fender, broken safety latch on hood. Windshield scratches inside and out, some chrome pitting, variable door gaps. Solid floor



pans and newer exhaust, some age shows on interior parts. Rubber antenna fitted. Cond: 3-. **SOLD AT \$55,000.** *A poor tired old beast with a missing VIN plate. These continue to be desirable cars, but for this one, this was all the money and then some.*

#380-2006 **ARIEL ATOM roadster.** S/N AZRTEZSBKGA000080. Black & red/black leather. Odo: 4,300 miles. Some wear on top of driver's roll cage from entry gymnastics. Recaro seats and competition seat harnesses, supercharged Ecotec 300-hp engine and 5-speed manual transmission, clear Plexiglas side panels. Built in England, some assembled



in the U.S. Cond: 2. **SOLD AT \$46,200.** *The definition of an "OPEN" car. Probably not legal in all states, but very fast (try 0-60 mph in 3.9 seconds). Enzo speed and handling for comparable pennies.*

**GERMAN**

#36.1-1967 **MERCEDES-BENZ 230SL convertible.** S/N 11304212015417. White/black canvas & white hard top/black leather. Odo: 66,460 miles. Heavy orange peel in repaint, much exterior chrome pitted and worn. New soft parts on otherwise marginal interior, with chrome trim showing wear, peeling, and



pitting, and glove box door loose. Surprisingly clean engine, chassis with heavy undercoating. Cond: 3. **SOLD AT \$15,950.** *1967 was the last year for the 230SL. Sold cheap enough to put some things right when needed, but in the condition this one was in here, it's not easy to call it a bargain.*

#373-1991 **PORSCHE 911 Turbo coupe.** S/N WPOAA2962MS480086. Red/black leather. Odo: 41,376 miles. Said to be original Guards Red paint with few flaws visible. Stone chips on windshield, driver's seat shows some light patina. Lowered an inch and a half over-



all, with B&B exhaust and quick spool turbo added. Includes original Porsche wheels. Cond: 2. **SOLD AT \$53,900.** *The quick spool turbo was modification from original, but it's likely a driving improvement. Said to have original miles, and based on the condition, that was believable. Market price.*

**ITALIAN**

#393.2-1989 **FERRARI TESTAROSSA coupe.** S/N ZFFSG17A1K008910. Red/tan leather. Odo: 23,284 miles. Several tiny paint flaws on hood. Glove box leather torn at corner,

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rear hood release lever loose, driver's side front and side seat bolsters show wear. Said major service done in September 2009, but engine shows a fair amount of driving dirt, and bolts still look too dirty to have been serviced 30 days past. Stereo amp under hood, Sony stereo in dash. Cond: 1-. **SOLD AT \$88,000.** *Too much stereo drowns out the expensive engine sound that is a large part of Ferrari ownership pleasure. Sold for all the money.*

**AMERICAN**

**#23-1920 FORD MODEL T speedster.** S/N 40820048. Yellow/black leather. Shiny yellow speedster with the usual nicks, chips, and flaws. Unusual homemade hexagon wood wheel rim, dual spare tires are probably a good idea. Unique 3-speed overdrive added behind transmission for a possible 6 speeds. Cond: 2-. **SOLD AT \$11,000.** *If two people sit in this*



*car, they will be close friends by the end of the drive, as it's that narrow. It started and seemed to run well, and it would be a lot of fun for the money spent. Well bought.*

**#54-1935 FORD 5-Window coupe.** S/N 181516255. Blue/brown. All-steel coupe with a flathead V8. Lots of paint flaws in older restoration, but finish is still shiny. Solid frame, heavily pitted chrome radiator shell. Nice red painted spoke wheels and whitewall tires. Opening front and rear windows. Cond: 3+. **SOLD AT \$28,600.** *An honest old restoration that's aging but probably still quite drivable*



*and fun. At the price paid, this was a decent deal for both parties.*

**#347-1947 CADILLAC CUSTOM Woodie wagon.** S/N 3423226. Tan & wood/brown leather. Odo: 482 miles. 472-ci V8, 4-bbl, auto. Full retro-look custom woodie that started life as a Miller-bodied hearse. Top is from a '57 Chevy station wagon, body and hood sectioned



4½ inches. '67 Fleetwood driveline, '48-'50 Cadillac taillights, rear door modified into a two-piece unit. Interior fitted with light oak door and rear panels and bucket seats. All new chrome. Cond: 2+. **SOLD AT \$52,800.** *Beautiful, unique, and top quality throughout—but what do you do with it? It's bound to turn heads at your local show, and it was bought for a fraction of what it cost to build. With that in mind, a decent deal for both parties.*

**#25-1950 WILLYS JEEPSTER convertible.** S/N 473VJ13893. White/black vinyl/black vinyl. Odo: 49,688 miles. Rushed masking of quickie paint, interior trim shows age and wear. Car wash-clean 4-cylinder engine, some frame



and undercarriage rust with repairs visible. Delaminating side glass, cheapie chrome steel wheels with newer radial tires. Cond: 3-. **SOLD AT \$9,900.** *This Willys showed well at 15 feet, but the rust repairs and general "quick & cheap" restoration left quite a bit to be desired. Not a bad price for a nice weather cruiser that you could use without regret.*

**#61-1954 CHEVROLET BEL AIR 2-dr hard top.** S/N C54L041970. White & red/white/white & red cloth & vinyl. Odo: 53,464 miles. All new chrome, paint, and interior. Some



scratches on windshield frame, tinted glass with some heavy scratching at rear. Passenger's door fits wide at rear, door gaps a bit wide. Original 6-cylinder with dual carbs and header updates, much engine chrome. Vintage Air, and suspension dropped two inches. Cond: 2+. **SOLD AT \$47,300.** *A slightly hot rod straight-six that was really beautiful to look at. I wasn't alone in that regard, as the price reflected near double what one would expect from a really good '53 Bel Air hard top.*

**#75-1954 CHEVROLET 3100 pickup.** S/N H540009948. Red/black vinyl. Odo: 1,697 miles. Five-window cab truck with excellent paint and all new chrome. New oak bed and interior nicer than stock. 235-ci straight six fitted with ported head, dual carbs, and headers. Nice glass, period driving lights, new white-wall tires. Cond: 1. **SOLD AT \$61,600.** *Better*



*than new, and priced to reflect that. There were plenty of pickup trucks here to choose from, and of them, this was the best looking. Well-done mostly stock trucks have been seeing some increases of late, but I'd still call this well sold in this market.*

**#361.1-1955 FORD FAIRLANE Sunliner convertible.** S/N U5LC181270. Yellow/black canvas/yellow & black vinyl. Odo: 7,862 miles. 272-ci V8, 2-bbl, auto. Attractive paint with some age starting to show. Hood gap wide at rear, most chrome still shows well with some



pitting on vent frames. Tinted glass, cracks in speedometer face, some interior wear shows on painted areas. Cond: 2. **SOLD AT \$35,750.** *An older restoration that's in need of some freshening up, or just drive it on sunny days to local shows. Still has a lot of eye appeal, and sold for a market-correct price.*

**#671-1956 CHEVROLET NOMAD wagon.** S/N VC56K086553. Red & cream/orange & tan cloth & vinyl. Odo: 19,940 miles. 265-ci V8, 4-bbl, auto. Some paint flaws on top, cowl, hood. Right rear bumper misfit, other chrome shows well. Well optioned with tinted glass, power windows, power steering, Power Pack engine, rocker moldings, and tissue dispenser. New chrome wire hubcaps. Cond: 2+.

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### 1964 ROLLS-ROYCE SILVER CLOUD III

SAND OVER BLACK W/BEIGE LEATHER, NEWER PAINT & LEATHER & WOOD, COLD A/C, ETC. THROUGHOUT. \$69,500



### 1971 MERCEDES-BENZ 280 SE 3.5 CABRIOLET

SILVER W/BLUE LEATHER, EXTREMELY ATTRACTIVE EXAMPLE W/NEW PAINT & LEATHER, BEHR A/C. \$119,500



### 1986 FERRARI TESTAROSSA

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**SOLD AT \$79,200.** *Very fresh restoration to a high level. I doubt you could complete a car to this level for the price paid, so I'd call it fairly bought and sold.*

**#357.2-1957 OLDSMOBILE 98 2-dr hard top.** S/N 579K05705. Two-tone blue/blue cloth & vinyl. Odo: 44,140 miles. 371-ci V8, 3x2-bbl, auto. Original documented two-owner car with actual miles. Older restoration just starting to show very light scratching on some trim and micro pitting on chrome. Gorgeous tri-color interior, light cracks on steering wheel. Fitted



with a/c, power windows, power seats, power steering, power brakes, and power antenna. Signal-seeking radio, spotlight, Continental kit, and J-2 Tri-Power carbs. Cond: 1-. **SOLD AT \$46,200.** *This car was loaded with options at the factory, yet it sold for a fraction of what a comparable '57 Chevrolet brings today. Top of the market pricing for a 98 Olds, but I still think this was bought well.*

**#400-1960 PLYMOUTH FURY convertible.** S/N 330713S282. Red & white/white vinyl/red & white vinyl. Odo: 32,723 miles. 318-ci V8, 4-bbl, auto. Passenger's door gap wide at bottom, other gaps to factory standards. New paint shows very few flaws, new chrome shows ground area at top of windshield header, rocker panel trim ground down on top edge.



45-rpm record player under dash. Numerous cracks and repairs on steering wheel, light chips on windshield. Clean engine appears to have been painted all aluminum with a brush. Cond: 2. **SOLD AT \$66,000.** *The base engine for this car was a 2-bbl 318-ci V8, which I can't imagine was much fun in a car this heavy. At least this one had the 4-bbl upgrade. A decent car that brought top dollar. Well sold.*

**#63-1963 FORD GALAXIE 4-dr sedan.** S/N 3P52C193462. Black & white/tan cloth &



vinyl. Odo: 24,182 miles. 289-ci V8, 2-bbl, auto. Variable panel gaps on doors and trunk. Paint nicked, chipped, and showing some surface scratching. Trim scratched, misfit, and dented. Pitting chrome on center pillar, rear bumper dented. Dull wheel paint. Corduroy and vinyl interior with some sag to driver's seat. Fitted with under-dash period two-way radio and control panel. Cond: 3. **SOLD AT \$121,000.** *The Spirit of Mayberry sold at Barrett-Jackson Scottsdale 2008 for \$30,800 when driven by a Barney Fife impersonator. The Barney Fife guy was absent this time, and it was well sold at "Madoff" money.*

**#33-1963 STUDEBAKER GRAN TURISMO HAWK 2-dr hard top.** S/N 63V22712. Green/green & white vinyl. Odo: 90,341 miles. 289-ci V8, 2-bbl, auto. Some original paint and some not, chips and scratches



throughout. Visible color mismatch on wavy side panels. Tinted glass all around, stone chips on windshield. Most chrome and trim good with loose driver's door handle. Underdash a/c added. Cond: 3+. **SOLD AT \$13,750.** *Some sympathetic restoration had been done here, but it was not to a high level. A nice 20-footer sold at 20-foot money with no harm to either party.*

**#659-1964 CHEVROLET CORVETTE coupe.** S/N 40837S110447. Silver/silver vinyl. Odo: 78,410 miles. 327-ci 250-hp V8, 4-bbl, 4-sp. Beautiful repaint and tinted glass, some fit problems and dents in windshield trim. Detailed engine and factory a/c, claimed to have matching numbers. Silver vinyl reproduction interior



shows no wear. Bolt-on knockoff-look wheels, Goldline tires. Cond: 2+. **SOLD AT \$75,900.** *Sold at the high end of the market, but this was a factory air car that simply isn't that easy to find. Still, a '64 isn't exactly the high point of C2 Corvettes, with no rear window split and drum brakes all around. As a base-engine coupe, this was well sold.*

**#355-1965 CHEVROLET CHEVELLE 300 2-dr sedan.** S/N 131115K218027. Teal/teal cloth & vinyl. Odo: 5,990 miles. 230-ci straight 6, 1-bbl, auto. Limited repaint. Couple of light dents behind door and hood trim, light chrome pitting. Light rust on speaker grille, heavier rust inside at base of rear window. Mileage claimed



correct, fitted with original tires, muffler, etc. Paint flaws in engine area not retouched. Cond: 2-. **SOLD AT \$31,900.** *They're only original once, and this was definitely one of one. A lot of these have been turned into sleepers, with a 396 or other big-block dropped between the frame rails, so it's nice to see one that's been left alone. Having said that, this price was strong for a straight-6 powered 300 model. Well sold.*

**#396-1965 CHEVROLET CORVETTE convertible.** S/N 194675S118635. Blue/black vinyl/blue leather. Odo: 71,406 miles. 396-ci 425-hp V8, 4-bbl, 4-sp. Fresh high-level restoration with a few obvious reproduction items, including non-adjustable passenger car-type



wiper arms. Engine said to be rebuilt during restoration. Numbers claimed to match. Cond: 1. **SOLD AT \$106,700.** *Great Corvettes tend to bring great money—especially at a sale like this. This one had the rare 425-hp 396, side-pipes, alloys, Goldlines, and a drop top, and it was in excellent condition overall. Well bought and sold.*

**TOP 10 No. 4 #704-1965 SHELBY COBRA 289 convertible.** S/N CSX2568. Blue/black/red leather. Odo: 32,906 miles. 289-ci V8, 4-bbl, 4-sp. Original California-titled black plate car with dealer optioned 306-hp engine. Documented zero-mile restoration. Originally owned by Jacuzzi of hot tub fame,



Giving money and power  
to government is like  
giving whiskey and car keys  
to teenage boys.

P.J. O'Rourke



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# Our Cars

## 1959 Mercedes-Benz 219/220 Ponton Sedan



**Owner:** Keith Martin

**Purchase date:** October 2009

**Price:** \$6,850

**Mileage since purchase:** 6

**Recent work:** Took car to MBI for a service. Replaced master cylinder and brake lines. Rear motormount on order from Classic Center in Germany. Light tune, complete fluid change. Should be a driver soon.

After all my blathering about wanting a finback Mercedes, this Ponton popped up on eBay. It was nearby, in Seattle, and described as rust-free, mostly original paint, original interior. Upgraded with a dual-carburetor 220 engine. Original delivery documents from Germany, one-family ownership until recently.

How could I resist? When it arrived, it wasn't as good as I expected (should that be a surprise?). The family, however, loves its Mafia-era looks. I need to put some miles on it, get the interior tidied up, and see if I like it. The upgraded engine is a plus, but it means it will never be a completely "correct" car. Does that matter with a Ponton? I guess we'll let the market be the judge of that. And I'd still like to have a finback, just not right now.



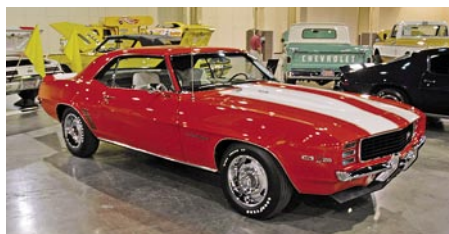
in storage for 40 years. All numbers claimed to match. Cond: 1. **SOLD AT \$440,000.** *The cover car on the catalog and the star of the sale. An original-mile Cobra that had never been out of California until now. This price was in line with the current market on these cars, and I don't think the new owner will ever regret buying it.*

**#681-1967 SHELBY GT350 fastback.** S/N 67200F7801294. Green/black vinyl. Odo: 90,843 miles. 289-ci V8, 4-bbl, 4-sp. Mismatched and varied panels, inconsistent trim gaps. Good paint and interior, some



dents in lower interior door trim pieces. Well detailed engine, rear window scratched. Cond: 2. **SOLD AT \$132,000.** *This fastback brought convertible money, but this is Shelby country, with the current factory just outside of Vegas. Well sold.*

**#656-1969 CHEVROLET CAMARO RS Z/28 coupe.** S/N 124379N703194. Orange & white/white & black houndstooth vinyl. Odo: 96,843 miles. 302-ci V8, 4-bbl, 4-sp. All new chrome paint, trim, and interior. Slight color mismatch on hood, both door gaps wide. Original air pump on factory-detailed engine.



Said to have correct numbers, date codes, and all documentation. Cond: 1-. **SOLD AT \$110,000.** *A high-level restoration of a Z/28 in a great color combination. It found numerous bidders on its trip across the block, and a few of them simply didn't want to lose it. We've seen these rise and fall in value of late, and while this one was expensive, I'd call the price reasonable considering the options, condition, and documentation.*

**#98-1970 PLYMOUTH 'CUDA 2-dr hard top.** S/N BS23H2B256783. Blue & black/black vinyl/black vinyl. Odo: 89,064 miles. 340-ci



V8, 4-bbl, 4-sp. Couple of bubbles in paint by center pillar, all glass scratched, numerous dull exterior trim pieces. Ripples in front fender, incorrect trim screws used in front. Interior looks dirty and dusty, shift boot torn, three modern switches and engine gauge cluster added under dash. New Holley carb on hosed-off engine. Cond: 3. **SOLD AT \$26,400.** *A bit rough around the edges, but a little cleaning and detailing will go a long way with this car. A new market-correct price for a 340 'Cuda with a few needs.*

**#675-1972 OLDSMOBILE 442 convertible.** S/N 3J67VM124396. Blue/white vinyl/black vinyl. Odo: 51,485 miles. 455-ci V8, 4-bbl, 4-sp. Nice new paint and chrome, detailed cold air intake. Heavily Armor-All coated seats in good interior show very little wear. Claimed to be one of 66 with the L75 455 engine and Muncie 4-speed. Fitted with W25 hood, power steering, power brakes, a/c, Rally Pack gauges,



tilt wheel, and bucket seats. Cond: 2. **SOLD AT \$68,200.** *In 1970 and 1971, only automatic 455-powered Cutlass Supreme 442s were available from the factory. The V-code 4-speed was offered in '72, and the consignor claimed only 66 were built to this car's specifications. These have remained pretty strong in the market despite the downturn in American muscle. A current market price.*

**#394.1-2000 PLYMOUTH PROWLER Custom convertible.** S/N 1P3EW65G8YV606198. Purple & blue flames/tan leather. Odo: 13,000 miles. Prowler done up in 16 coats of House of Kolor Kandy and pearl color shift paint under six clear coats, some surface scratching noted. Custom interior leather



and ostrich, extensive sound system. Lowered 2 inches. Less than 13k miles from new. Cond: 2+. **SOLD AT \$132,000.** *Great paint, custom interior, and low mileage helped to knock this one out of the park. Sold for approximately \$100k more than one might expect a stock Prowler to currently bring on the open market. The seller should be very, very happy. ♦*

# 1940 COACHCRAFT



## Yankee Doodle

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\$350,000

Yankee Doodle is the very first American Sports Car and pre-dates the Jaguar XK120 by nine years.

It is a custom-built roadster, among the first cars produced by Coachcraft, Ltd. of Hollywood, CA. Coachcraft was co-founded by Rudy Stoessel, formerly of Pierce Arrow, Kirchoff's in Pasadena (specializing in Cord and Duesenberg coach-built bodies), and later the Foreman at "Dutch" Darrin's shop building Darrin Packards. Coachcraft clients included Clark Gable, Keenan Wynn, Dick Powell, Preston Foster, Liberace and Al Jolson.

The Darrin influence is evident in the design of this roadster, and it was built to exceptionally high standards with ahead-of-its-time styling, engineering and performance. It features uni-body construction, step-down chassis, and a Flathead V8 and delivers a spirited driving experience even by modern standards.

» 1951 cover feature in *Custom Cars*; 1952 International Motorama award winner; 2006 Strother MacMinn Award for Design Excellence at Art Center Car Classic in Pasadena; 2007 Amelia Island Concours *Cars of Coachcraft* "Most Elegant".

» Exacting Bob Mosier restoration completed in 2004.

» Unquestioned provenance. Unequaled Rarity.



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1940 COACHCRAFT.COM

# Important Motorcars at the Goodwood Revival

High sale was a barn-find—a rare 1966 Aston Martin DBSC coupe, reputedly test driven by Twiggy, who’s still going strong as a model at 60



Odd Aston DBSC with Touring coachwork made \$522k

<b>Company</b>	Bonhams
<b>Date</b>	September 18, 2009
<b>Location</b>	Chichester, Sussex, England
<b>Auctioneer</b>	Robert Brooks
<b>Automotive lots sold / offered</b>	57/69
<b>Sales rate</b>	83%
<b>Sales total</b>	\$6,054,726
<b>High sale</b>	1966 Aston Martin DBSC coupe, sold at \$522,415
<b>Buyer's premium</b>	15% up to \$48,900, 10% thereafter, included in sold prices (\$1.63 = £1.00)

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

**B**onhams takes all its sales seriously—attendance at the prestigious Goodwood Revival meeting very much so—and here car department founder Robert Brooks himself took over the rostrum for the cars, with company heavyweights and usual auctioneers Malcolm Barber and Jamie Knight in attendance. And, though Bonhams was stretched between sales at the Beaulieu Autojumble, also on England’s south coast, the week before, and its first auction at Reims in France the week after, it assembled a quality catalog from which Brooks raised over \$6m.

Ironically, only a week after Beaulieu, traditionally a sale of unrestored cars and restoration projects, the high sale here at Goodwood was a barn-find—a rare 1966 Aston Martin DBSC coupe, reputedly test driven by Twiggy (who’s still going strong as a model at 60). Only two of these Astons were made, and this too was in good shape considering it had been barn-stored for more than 20 years, fetching \$522,415 against a pre-sale estimate of \$400k–\$500k (See the profile, p. 40).

All ten of the other Astons offered sold too, most holding or slightly increasing their values in real terms. Four cars from an Australian collection sold, including a 1935 Frazer Nash TT Replica, a 1923 Alfa Romeo RLS tourer, a 1937 SS Jaguar 2½-Liter sports saloon, and the 1923 Isotta Fraschini Tipo 8 Tourer.



Meanwhile, the 1925 Bentley 3¼ Liter tourer, from the ownership of “Bloody Mary” creator John Bolster’s daughter, fetched a market correct \$257,051, its lack of originality blown into the weeds by the notion that stuffing bigger engines into Bentleys is normal in Britain—and this hot rod had all the right bits.

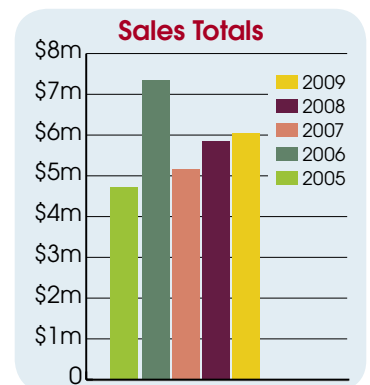
The ’69 Miura P400 looked cheap at \$343,115 compared to recent sales, but this had specifically been left as a driver-quality car and was unusual in white. Full marks for being different.

At the request of Lord March, most of the cars stay on-site all weekend until the amazing Revival experience is over, offering spectators more sightseeing opportunities as they walk back to the car park, and Bonhams was selling cars right up until the end of Sunday, including the well-rallied Mercedes Gullwing that secured a deal at \$495,520—though they could not find the \$800,000 that would have most likely bought the

“Stiles” Alfa 6C 1750 Testa Fissa roadster, or enough for the beautifully done Ferrari 250 GT Spyder copy.

James Knight, Group Head of Bonhams Motoring Department, said, “This was another rewarding sale for us. There is certainly good strength and depth of bidding for most cars and it comes on the back of our Beaulieu sale the week before.”

In fact, over a period of six days, at three different auctions (Goodwood, Reims, Brookline) on two different continents, Bonhams offered approximately 200 cars and sold nearly all of them for a total of almost \$10m. Factor in Beaulieu, and they made it a \$15m fortnight.♦



# Hamann



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1967 Ferrari 275GTB/4 Alloy N.A.R.T.



1970 Ferrari 365GTB/4  
Daytona Spyder Conversion



1969 Ferrari 365GTB/4  
Daytona Coupe



1975 Ferrari 365GT4/BB



1968 Ferrari 330GTC



Ferrari 250 GT Boano  
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**BEST BUY** #255-1923 ROLLS-ROYCE 40/50hp Silver Ghost "Salamanca" sedanca de ville. S/N 112JH. Eng. # 22187.

Blue & black/black vinyl/black leather. RHD. Odo: 12,854 miles. Coachwork by New Haven. Springfield Royce with three-way body. Very sharp and well detailed with excellent paint, trim, and nickel plating. Engine bay perfect, and now fitted with modern oil filter and a/c at rear compartment. Cond: 1. **SOLD AT \$190,710.**



Last sold by Bonhams at the RAF Museum sale in April '08 for \$377,586 (SCM# 116473), which was \$60k over its top estimate. In South Africa in 1969, achieved a world record price for a Springfield Ghost of £38,000 (about \$66k) in 1977 before heading back to the U.S. and then back to England in 1999. Last year it was a decent deal for all involved. Nearly \$200k later, this looked like a case of panic selling as it went well under its \$212k bottom estimate. Exceedingly well bought.

#219-1925 BENTLEY 3/4½ LITER tourer. S/N HP388. Eng. # XR3349. Green/black canvas/black leather. RHD. Fine old British hot rod—4½-liter motor in 3 Liter chassis is one of most successful, and time-honored, combinations. Original coupe body long lost, now looks used but not hammered, with seats lightly worn. Motor mods include



modern oil filter, high-capacity oil pump, and lightened flywheel. D-type gearbox fitted. Cond: 3. **SOLD AT \$257,051.** Sold for around the same price as the very original 3-liter Speed Model (which this started out as) that went cheap at Coys Blenheim in July (SCM# 121022). Lack of originality was countered by accepted mods and extra performance. You pays your money...

#253-1930 ROLLS-ROYCE PHANTOM II 40/50hp Dual Cowl Sports phaeton. S/N 25EX. Eng. # UNIT21. Gray & silver/white leather/red leather. Coachwork by Whittingham



& Mitchell. Factory experimental and development car, with imposing and elaborate body. Overdrive added in the long-term ownership of Frank Cooke. Good appearance and concurs in engine bay, but now a non-runner. Good interior nicely worn, timber dash a bit shiny, seats re-dyed. Cond: 3+. **SOLD AT \$145,885.** Rolls-Royce used this as a development and testing mule before selling it to its first private owner in 1933, at which time this body was added. From there, its history is all well known. Last sold by Bonhams & Butterfields at the Frank Cooke Collection sale in North Brookfield, MA in September '06 for \$238,000 (SCM# 43103). Repatriated to the U.K., but unused and unregistered since. Well bought.

#209-1933 MG MIDGET J2 roadster. S/N J3571. Eng. # 2498AJ. Green/black leather. RHD. Original and very appealing example of swept-wing Midget, with a few period boy-racer mods such as open bellmouths. Matching



numbers. Near concours underhood, full tool kit included. Cond: 2+. **SOLD AT \$55,298.** Sold slightly high, but worth it for such an original car that ticked all the right boxes. The quintessential MG. Well bought and sold.

#205-1935 FRAZER NASH TT REPLICARoadster. S/N 2150. Green/green leather. RHD. Odo: 6,130 miles. Minimalist Brit sportster still with chain drive and outside gear change. Replica is the model name—as in, you could have one like the factory racers. Straight body, tidy motor, nicely worn around edges (which will please the prospective 'Nash owner), and cracked dash (which won't bother the prospective 'Nash owner, who will be more



concerned with the state of the chains and sprockets). Originally supplied with 1,660-cc Blackburn engine, then fitted with preferred 1.5-liter Gough unit in 1960. Cond: 3-. **SOLD AT \$142,299.** These are still fantastically competitive in vintage racing, so they're very sought after. Sold at no reserve at top of what was expected, but on the money, as these will always find new owners. Has been in Australia and not EU registered, so there's an extra 5% to pay if it stays in Europe.

#220-1937 SS JAGUAR 2½-LITER Sports saloon. S/N 12888. Eng. # 252571. White/brown leather. RHD. Desirable bigger-engined sports saloon, restored during the '90s. Straight body, good paint and chrome, interior, dash and motor tidy. Not U.K.



registered, and there's another 5% import tax to pay if it stays in the EU. Cond: 3+. **SOLD AT \$40,302.** Supplied new to Australia and in one family ownership for 40 years. Sold at no reserve, fetching a higher price than the \$32,700 high estimate, but a fair deal, comparing well with other recent 2½-liter sales.

#230-1937 BENTLEY 4¼ LITER All-Weather tourer. S/N B170KT. Eng. # W9BP. Green/green mohair/green leather. Coachwork by Thrupp & Maberly. Really sharp example of "the silent sports car," with desirable larger engine. Super body, paint, chrome, and interior. Wood dash a delight, very tidy and well ordered



underhood. Wire wheels behind Easiclean discs. Not U.K. registered—the number on car is its original but will have to be reapplied for. Cond: 2+. **SOLD AT \$190,710.** In the U.S. for a time, and back to the U.K. in 2008. Sold for a market correct price that's beginning to approach the values of some of the more vintage examples.

#206-1954 ALLARD P2 Safari Woodie wagon. S/N P24009. Eng. # G091257685RE. White/brown leather. RHD. One of only four remaining. Swish in profile, but bug-ugly from the front (or super-cool... you decide). Palm Beach is an overbodied monstrosity, but the

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luckily Ford flathead helps. As with just about any Allard resto, probably better than Sydney made it. Mostly straight body, nice timber with some recent work, interior pleasantly worn in. Plenty of use since 1992 restoration, which is a good sign. Cond: 3+. **SOLD AT \$46,863.** *No wonder they only made ten. Apparently one criterion for this one's new sale was that a goat would fit in the back. Go figure. Estimate was wide as these don't come up for sale often, and this sold a little under the \$49k bottom forecast, which I'd call respectable for a very rare model. (Could you love it? Somebody obviously did, and that makes us all different.)*

**TOP 10 No. 8** #215-1955 **ASTON MARTIN DB2/4 Mk II drophead coupe.** S/N AM3001104. Eng. # VB6J625L1.

White/blue mohair/black leather. RHD. Coachwork by Tickford. Multiple concours winner. Restored between '96 and '00 with little mileage since, so it looks like the job was done last month. Thoughtful period details include FM-converted period HMV radio. Cond:



1. **SOLD AT \$296,497.** *Last sold by Bonhams at Works Service in May '08 for \$358,680 (SCM# 116819), and sold before that at the Bonhams Works Service sale in May '03 at \$93,920 (SCM# 31906). The last time we saw it, the reporter commented that it had gone up quite a bit in value, fetching a huge price for a 2/4. Now, it's down, but not as disastrously as the market might have you think. And much of that difference can be chalked up to shifting exchange rates.*

#231-1957 **ASTON MARTIN DB2/4 Mk II coupe.** S/N AM3001234. Eng. # VB6J858. Connaught Green/black leather. RHD. Attractive after 2005 restoration by non-marque



specialist. Body straight, paint and chrome both show well. Original leather has lovely feel, decent stainless exhaust fitted. Cond: 3+. **SOLD AT \$81,337.** *The seller would have accepted about \$10k less for this nice but not top example, but the buyer was happy to go more. All parties should be happy.*

#264-1961 **ASTON MARTIN DB4 coupe.** S/N N/A. Eng. # 370580. Silver/red leather. RHD. Odo: 15,906 miles. Good overall appearance following earlier restoration. Door apertures



a bit uneven. Nice dash and new red leather, brightwork all good, engine bay tidy. Cond: 2. **SOLD AT \$154,850.** *The history file was a bit thin on this one, but even with door fit issues noted, it still made the money. A fair deal.*

#266-1963 **AUSTIN MINI Cooper 1071 S sedan.** S/N CA2S7384209. Eng. # 9FSAH19382. Red & black/red & gray vinyl. RHD. Odo: 2,493 miles. Really sharp recent restoration of the most desirable S in a Mk I 1967 export shell. 1071 is essentially a revvy Formula Junior engine, even better here with Downton mods—and remember Downton was the Mini tuning pioneer. Paint like a mirror,



interior trim used and probably original. All the right bits include Minilites, twin tanks, Les Leston steering wheel, and extra instruments. Cond: 1. **SOLD AT \$31,867.** *You couldn't quite call this original, but then the Works used to reshell theirs and nobody minds. Beautifully done with all the right period bits, and bought where expected at probably a fraction of the build cost.*

#222-1964 **ASTON MARTIN DB5 coupe.** S/N DB51365R. Eng. # 4001339. Blue metallic/cream leather. RHD. Odo: 18,854 miles. Good all around, with smooth paint, unmarked chrome, and buff leather looking relatively new. Engine compartment very tidy, and documentation includes recent motor bills for \$40k from specialist RS Williams. Cond: 2. **SOLD AT \$253,465.** *Appeared at Coys a few weeks earlier, where it was declared unsold at \$230,000 in the room but was later listed as sold at \$236,350 (SCM# 130788). Then I said the price looked*



*cheapish, and I was surprised \$6.5k was enough to make the difference. This looked a bit more realistic against the current market.*

#256-1965 **AUSTIN MINI Cooper 1275 S sedan.** S/N CA2S7675154. Eng. # 9FSAY35118. Red & white/red & gray vinyl. RHD. Odo: 69,767 miles. Very good all around. Unused since restoration ten years ago. No rot in shell, probably reproduction interior with wood-rim wheel and add-on tachometer. Twin



tanks and oil cooler from new. Cond: 2. **SOLD AT \$31,867.** *Not quite as nice as the earlier 1071 that came ten lots later, but probably more original. This fetched exactly the same money as the other car, which was far more than expected. Spenny even for a very nice Mk I Cooper. Well sold.*

#235-1965 **ASTON MARTIN DB5 coupe.** S/N DB52225R. Eng. # 4002232. Silver/ox-blood leather. RHD. Straight and appealing, with just four owners from new. Twenty-plus year-old restoration holding up well, with evidence of ongoing care. Interior may be original. Now with fat radiator, front anti-roll bar, and a tracking device. Cond: 2-. **SOLD AT \$235,535.** *Fair price for a usable but not too*



*perfect car. Last sold by Bonhams for \$240,279 at this sale last year (SCM# 117801), when we said: "As expected, slightly under top market price for a slightly less than concours, though very usable, DB5. Not a steal, but not a bad buy either." Although it appears to be down \$5k, in the local currency it's up \$12k, which will almost cancel out the seller's fees. With that in mind, an astute sale.*

**TOP 10 No. 2** #210-1966 **ASTON MARTIN DBSC coupe.** S/N DBSC2661R. Eng. # 4002774VC. Dubonnet Rosso/tan

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leather. RHD. Odo: 13,680 miles. One of two bodied by Touring, recently discovered after 36 years locked away. Opening rear hatch, Vantage C-spec motor sits further back in frame, wheel-base is seven inches shorter than the DB6 it's based on, although with the DeDion rear from the DB5. Low miles but understandably a bit rough around the edges. Motor grubby, lightly worn-in leather. Cond: 3-. **SOLD AT \$522,415.** *Bonhams correctly predicted it would fetch this price, which is top DB5 convertible money. If you want the only one on the market, this is what you gotta pay.... See the profile, p. 40.*

**#223-1966 ASTON MARTIN DB6 Mk I Vantage coupe.** S/N DB62498R. Eng. # 4004563V. Gray metallic/black leather. RHD. Odo: 34,001 miles. Good overall appearance, repaired floors and outriggers. Originally Dubonnet, now gray metallic. Leather creased and split on driver's side. Recent full service,



and although the catalog said it has an MOT, there's no certificate at the sale—but one is promised. Cond: 2. **SOLD AT \$127,955.** *In New Zealand from '72, back to the U.K. in 2001, and owned by the seller from 2008. Sold right at the bottom estimate of \$122k, and not a bad deal at that.*

**#250-1966 JAGUAR XKE SI 4.2 convertible.** S/N 1E13882. Eng. # 7E108879. Silver/black leather. Hot-rodged XKE built from left-handed U.S. export car to resemble a factory lightweight, with hopped-up motor and brakes, hard top, etc. Back in the U.K. by 2003, bought by the seller as a project in 2005. Still, a bit of a halfway house, being neither fish nor fowl. Cond: 2. **SOLD AT \$73,269.** *This price is about the same as what gets you a really nice*



*stock roadster, so, even though more brakes and lights on an XKE are always a good idea, were those mods really worth it? Probably makes sense as basis for a racer, as many of the parts could stay, but there's still some way to go.*

**#242-1969 FORD ESCORT 1850 GT Rally 2-dr sedan.** S/N BB49JC395560. Eng. # B154JJSC&SC. White/black velour. Odo: 4 miles. The 1970 London-to-Mexico car (that spawned the model), built like all the team entries with a big-bore pushrod motor from a Twin Cam (ulp!) by British Vita to take the load off the Works. Though some of the major



components have never been to Mexico, the structure is fundamentally original and sound, though with some filler in the sills. Tripmeter missing. Cond: 2. **SOLD AT \$117,197.** *The most famous London-to-Mexico Escort is FEV 1H, and Ford will never sell it. This was one of its half-sisters. There's not much you can do with this without destroying the originality that confers its value, so I'd say it was well bought.*

### FRENCH

**#237-1966 CITROËN DS21 Decapotable convertible.** S/N 4473021. Eng. # 0316030540. Slate gray metallic/brown leather. Odo: 56,712 miles. One of the first green-fluid cars, and one of the last like this supplied to the U.K. Perfect



following extensive restoration in 2005. Leather interior like new. Cond: 1. **SOLD AT \$214,019.** *No surprises here: This is what you have to spend these days to get one in this shape. Well bought and sold.*

### GERMAN

**#208-1957 MERCEDES-BENZ 220S cabriolet.** S/N 1800307501945. White/red mohair/red leather. Super and correct all around following recent refurbishment, with claimed good oil pressure. Clean engine compartment, recently replaced top. Looks very nice throughout. Cond: 2+. **SOLD AT \$110,025.** *German-market car; then in California, then Japan. These have been fetching big money recently and rightly*



*so, with Bonhams selling the next last nice one at Hendon earlier in the year (\$88,305, SCM# 120231). These look better in dark colors, but no harm done here. A highish price, but still market-correct.*

**#241-1973 PORSCHE 911 Carrera RS coupe.** S/N 9113601316. Eng. # 6630261. Red/black vinyl & velour. Odo: 32,571 km. Clean at top and bottom, pipes good, new heat exchangers, new Nylocs everywhere show motor has been apart recently. Reshelled back in the day with a T body, presumably after early accident



damage. Motor is from chassis 0243, gearbox is a factory "AT"-suffixed exchange unit. Has FIA papers. Cond: 2. **SOLD AT \$99,267.** *However genuine the parts and the authenticity of the sheet metal, everything here simply added up to "bitsa" in the eyes of the buyers. Bought for the price of a good 2.4S-based replica, and surely with better provenance. I'd call this very well bought, especially at \$30k under the bottom estimate.*

### ITALIAN

**#216-1923 ALFA ROMEO RLS tourer.** S/N 7639. Eng. # 7639SS. Red & black/black leather. RHD. Odo: 43,394 km. The RLS is a short version of one of first Alfa Romeo Alfes, this being third series with front-wheel brakes. Following discovery and restoration



in Australia in the late '70s, in generally good order. Body straight, radiator and other plating good. Not yet EU registered, and subject to 5% EU import tax. Cond: 2-. **SOLD AT \$142,299.** *A charming alternative to later cars, and the buyers here thought so too, as it fetched double the expected \$73,500. Well sold.*

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# Alfa Bits

Recent Il Biscione sales on eBay

by Geoff Archer

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

#150378476290-1970 ALFA ROMEO GTV V8 2+2 coupe. S/N AR1379003. Red/tan leather. Odo: 60,396 miles. 11 Photos. Chico, CA. "The previous owner wanted to have the ultimate GTV so he removed the original four cylinder motor and replaced it with a dual overhead cam V8 and transmission from an Alfa Montreal and installed four Weber carburetors. The previous owner had the car registered and drove it on the street as his weekend car. This project needs mainly



cosmetic work and some welding... It needs a complete interior and repaint. New Bilstein shocks, exhaust system, Pirelli tires mounted on Ferrari 308 five spoke wheels." 13 bids, sf 165, bf n/a. Cond: 4+ . **NOT SOLD AT \$8,001.** With a \$9k Buy-It-Now so close to this high bid, one would think a compromise could have been reached. As the seller points out, the salvage value of just the engine and wheels would cover the bid, so you have a safety net in the event it looks like too much work in person. Would've been a fair deal on a cool project.

#110447968103-1972 ALFA ROMEO MONTREAL coupe. S/N AR1426508. Red/black leather. Odo: 71,000 miles. 24 Photos. Lafayette, CA. "Complete and solid, no major rust issues are apparent. Has been stored in a dry garage for over a decade, and has not been started in over ten years." Most informative Q&A reads: "Q: Have you attempted to start this car, or at least turn over the engine? Is this the original paint job? Does it have Air conditioning? A: Hello: No we have not attempted to start the car. Yes, the engine turns over.



No, the car has been repainted one time, over ten years ago. Yes, the car has air conditioning." 29 bids, sf 3, bf n/a. Cond: 2- . **SOLD AT \$26,100.** The car looked terrific, but if the owner is so obviously afraid to start the car... wow. I thought gambling revenues were way down in Vegas... guess one of those folks took his fun money to eBay Motors. Surprisingly well sold when there is such a high likelihood that a buyer would be out another \$10k for engine and rubber refreshing.

#270465518065-1972 ALFA ROMEO MONTREAL coupe. S/N AR1425774. Yellow/black & tan leather. Odo: 43,000 miles. 17 Photos. Oakwood, OH. Watch for clues that the seller is not a marque expert. Clue #1: seller is called 'Mr. Detail.' Clue #2: Pics are taken in a used car lot among Japanese and American sedans. "We are selling a 1972



alpha (Clue #3) romeo montreal along with three other vehicles which are part of a estate sale... they are all being sold as is where is with no guarantee or warranty with no reserve. This alpha is the only one that is complete and running... with a factory all aluminum fuel injected v-8" 64 bids, sf 8, bf n/a. Cond: 3. **SOLD AT \$24,100.** Very strong money for a neat (but notoriously finicky) old car sitting on the side of the road. I sure hope the new owner (and a mechanic) got a really good look and a test drive. ♦

#257-1953 ALFA ROMEO 1900C Sprint coupe. S/N 01445. Eng. # AR130800682. Silver/blue/gray leather. RHD. Coachwork by Touring. Originally red, then silver, and finished in this well-suited darker shade during restoration. In good order overall, and looks excellent



on Borranis. Now with later 1,975-cc motor (its third engine; the second, also a 1,975-cc unit, comes with the car). Cond: 2. **SOLD AT \$90,302.** Eligible for lots of events, and at half as much again as the owner would have accepted, this was very well sold. See the profile, p. 42.

#249-1963 LANCIA FLAMINIA 3C GT coupe. S/N 824116547. Eng. # T8231013690. Blue/brown leather. RHD. Odo: 88,000 miles. One of only ten built with right-hand drive. Has undergone a long ongoing restoration, painted four years ago. Body, paint, and brightwork all excellent, tidy engine bay with new stainless



exhaust, clean interior with new carpets. A little corrosion on front subframe noted, but was not serious enough to prevent it from getting an MOT. Cond: 2. **SOLD AT \$43,144.** These rust... terribly, so it's rare to find such a nice one. Sold at the high end of expectations, but worth every penny for a properly engineered grand tourer—250 GTEs are three times the money.

**TOP 10 No. 6** #254-1969 LAMBORGHINI MIURA P400 coupe. S/N 3640. Eng. # 2145. White/gray & black leather. Odo: 26,500 km. Tidy but not pin-sharp. No obvious rot and probably mostly original. A few chips and blistering in repaint of indeterminate age, interior fair and unworn. Smoked a bit as it drove out under its own power. Cond: 3. **SOLD AT \$343,115.** In the U.K. since the late '80s. Cheap for a Miura in the current



climate, but with minor issues noted that could turn out to be more serious ones, it had to be. Fairly bought as it stood.

#232-1970 FERRARI 365 GT 2+2 coupe. S/N 13535. Black/beige leather. RHD. Body straight, several paint bubbles in doors. Floors OK, but overspray on exhaust does not lend confidence. Cracking and painted tan leather a turn-off, but could easily be made to look better. Looks right on Borranis and two have recently been rebuilt. Incorrect mirrors. Cond: 3. **SOLD AT \$63,407.** Oh dear, these haven't been doing so well lately. This sold slightly higher than the



seller had hoped, perhaps because of a slightly nicer one going for \$20k more earlier in the sale. There's been another black one on the market at \$70k for the past year, so this is where they are right now. Last sold by Bonhams at Silverstone in July '05 for \$51,612 (SCM# 39945), when exchange rates weren't too far from where they are now. Before that, it appeared at Christie's London in March '03, where it didn't sell at \$18,840 (SCM# 30799).

## AMERICAN

#207-1967 FORD MUSTANG fastback. S/N 7R02S108099. Highland Green /black vinyl. RHD. Odo: 1,000 miles. 390-ci V8, 4-bbl, 4-sp. Restored and converted to a Bullitt lookalike (yawn). Very straight body, solid underneath, good brightwork. Paint mildly orange peeled probably as new, interior nice. Motor hopped up to probably 350 hp, Wilwood discs fitted all around. Slightly too-wide wheels



and rubber. Transmission issues noted include some thrust bearing noise and jumping out of top gear. Cond: 2. **SOLD AT \$52,486.** Every other Mustang in the U.K. now seems to be a Bullitt lookalike—even some '66s. This was one of the nicest seen so far, and it was very well done, but why miss the point and make it RHD? LHD is not a problem in the U.K. honest, and it makes the car more saleable into a currently Euro-strong continental mainland or even back to the U.S. This fetched about \$15k more than a very nice stock fastback, so whoever did the job probably didn't get his money back. ♦

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1948 CHRYSLER TOWN & COUNTRY, s/n 7405374. Catalina Tan over red leather and taupe Bedford Cord interior. Beautifully restored example with excellent mechanicals.



1963 FERRARI 250 GT/L (LUSSO), s/n 4373. Blue sera over crème. Matching numbers, comprehensive restoration with documentation just completed.

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# Icons of Speed & Style

Seeing so many wild cars from the 1950s, '60s, and '70s in one place was akin to having my childhood Hot Wheels collection come to life



Ed "Big Daddy" Roth's creations, Hot Wheels for the street

<b>Company</b>	RM Auctions
<b>Date</b>	September 26, 2009
<b>Location</b>	Los Angeles, California
<b>Auctioneer</b>	Brent Earlywine
<b>Automotive lots sold / offered</b>	81/81
<b>Sales rate</b>	100%
<b>Sales total</b>	\$6,748,115
<b>High sale</b>	1965 Dodge A100 "Little Red Wagon" pickup, sold at \$550,000
<b>Buyer's premium</b>	10%, included in sold prices

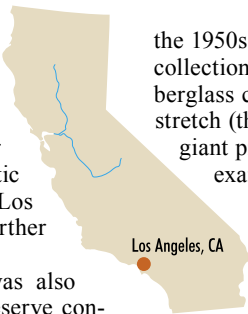
Report and photos by Ed Milich  
*Market opinions in italics*

**R**M's Icons of Speed & Style Auction on was everything a high-profile vehicle sale in a major metropolitan center should be—a well-organized, expertly executed affair with many storied sale items and a magnetic pre-auction buzz. The glamorous setting of Los Angeles's Petersen Automotive Museum further added to the event's appeal.

This exclusively no-reserve auction was also a refreshing change from more typical "reserve conscious" sales. Absence of reserve is a bold move in these uncertain economic times, but it worked out well for RM in this case. Choosing high-quality vehicles and memorabilia to sell and nixing reserve frees the market's hand to dictate inherent value, and allows the auction crowd some ephemeral thrills in the meantime.

It also puts pressure on the auction company, making prep work very important. Preparation on the Petersen sale vehicles was mostly outstanding, especially considering the hard life of the numerous racing cars. RM is to be commended for their work.

Seeing so many wild racing and concept cars from



the 1950s, '60s, and '70s in one place was akin to having my childhood Hot Wheels collection come to life. While some of the included Ed "Big Daddy" Roth 1960s fiberglass creations looked downright painful to drive for more than five minutes at a stretch (think you could last more than 15 minutes with no air conditioning under a giant pink Plexiglas bubble on the Hollywood freeway in July?), they were fun to examine in person.

The Megacycle, the Road Agent, and the Druid Princess were truly glorious, and the fine details of their construction were even more impressive in person. Roth's bizarre creations surely stand in contrast to today's market-driven vehicle designs, and it was good to see them all for one last time before they disappear into the black holes of private collections.

Besides Roth's customs, Speed & Style featured numerous land speed and drag racing legends, including "The Spirit of '76" Bonneville streamliner. Though ignobly displayed in the Petersen's parking garage area (presumably due to lack of space for its 30-foot chassis), the Spirit snagged one of the day's bigger bids at \$275k. Overall top sale was a \$550k 1965 Dodge A100 pickup... the drag racing and wheel-standing legend "Little Red Wagon." Another big Mopar sale, the dazzling 1965 Dodge Deora concept car, reached \$324,500.

Unlike a previous sale I attended here, the rooftop setting (basically a huge vinyl tent atop the Petersen's parking garage) was very comfortable for attendees due to prodigious use of spot air conditioning. Ahhh... much better than the 100-degree prison tent I last experienced at the Petersen. Cold a/c aside, with a 100% sale rate and \$6.7m in sales, the Speed & Style sale must be counted a success. ♦



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## 1992 Ferrari 512 TR

Rosso Corsa over Tan. 6K miles. **\$103,980**

## 1981 Ferrari 308GTB

Rosso Corsa Over Tan. **\$33,980**

## 2009 Maserati GranTurismo

Blue over Grigio Medio, Less than 200 miles.

## 2009 Maserati Quattroporte

Grigio Granito over Marrone Corniola. Less than 200 miles.

## 2006 Maserati Quattroporte

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Aston Martin DB6 Vantage Coupe, 1967, Silver/Black, Restored, LHD, 5-speed.....	\$215,000.00	Lotus Elise 190, 2009, Solar Yellow/Biscuit, 6-spd, Many Options, New/USA Warranty.....	\$53,530.00
Aston Martin V8 Coupe, 1975, Cornish Gold/Olive, 47k miles, 5-spd, Restored.....	\$75,500.00	Lotus Exige S 240, 2009, Storm Titanium, 6-spd, Many Options Dealer Demonstrator.....	\$73,440.00
Aston Martin V8 Vantage Volante, 1987, Red/Tan/Tan top, 36k miles, Auto.....	\$135,000.00	Lotus Elise SC 220, 2009, Storm Titanium/Black, Many Options, Dealer Demonstrator.....	\$61,270.00
Aston Martin V8 Vantage Volante, 1989, Triple Black, 27k miles, Auto.....	\$139,000.00	Lotus Exige S 260, 2009, Ardent Red/Black, 1 of 30, Extremely Rare, Extremely Fast!	\$77,117.00
Aston Martin V8 Volante, 1989, BRG/Tan/Tan top, 22k miles, Auto, Fully Serviced.....	\$115,000.00	Lotus Evora, 2010, Currently accepting orders for February 2010 delivery, please contact us	
Aston Martin DB7 Vantage Coupe, 2000, Chiltern Green/Tan, 12k miles, 6-speed manual.....	\$55,000.00	to pick particular colors and place your order.....	\$MSRP
Aston Martin DB9 Volante, 2006, Meteorite Silver/Dark Saddle, 4k miles, F1 trans.....	\$119,500.00	Maserati Ghibli Spyder SS, 1972, Midnight Blue/Beige, 5-spd, a/c.....	\$P.O.A.
Ferrari 246 GTS "Chairs & Flares", 1974, Black/Tan, a/c, 34k miles, Needs Nothing.....	\$199,500.00	Mercedes Benz 220 SEB, 1965, White/Red/Tan top, Auto, A/C, Exceptional Throughout.....	\$99,500.00
Ferrari 550 Maranello, 1999, Nart Blue/Bordeaux, 6k miles, 5-speed, Fully Serviced.....	\$88,500.00	Morgan Plus Four, 1967, BRG/Tan, 4-spd, Superbly Restored.....	\$45,500.00
Ferrari 550 Barchetta, 2001, Barchetta Red/Black, USA spec., Major service completed.....	\$235,000.00	Pontiac GTO Conv., 1968, Solar Red/Ivory, 4-spd manual, restored, Concor Winner.....	\$49,500.00
Ferrari 430 Challenge, 2006, 2 to choose from, Both serviced & Ready for immediate use.....	\$218,000.00	Porsche 356 A 1600 Super Cabriolet, 1959, Silver/Black/top, Older restored, still perfect.....	\$127,500.00
Jaguar E-type Series 1 "Flat Floor" Roadster, 1961, Silver/Black, Older Restoration.....	\$96,500.00	Porsche 356 Speedster, 1957, Red/Tan/Tan top, Restored, "C" engine, Disc brakes.....	\$199,500.00
Jaguar E-type 4.2 Series I Roadster, 1967, Opalescent Blue/Tan/Tan top, 4-spd, Restored.....	\$148,000.00	Porsche 356 C Cabriolet, 1965, Champagne Yellow/Black/Black top, Perfect Restoration.....	\$145,000.00
Lotus Exige S 240, 2008, Persian Blue/Black, 6-spd, Many Options, New/Will Discount.....	\$70,850.00	Porsche 911 Soft Window Targa, 1969, Orange, 38k miles, Older Restored, Matching #'s.....	\$47,000.00
Lotus Elise SC 220, 2009, Canyon Red/Black, 4k miles, Touring & Sport Pack.....	\$53,500.00	Porsche 911S Coupe, 1973, Silver/Black, 28k orig. miles, One of the Best in the World!	\$135,000.00

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**ENGLISH**

#256-1968 **LOLA-COLT T150 “Johnny Lightning Special” racer.** S/N T1502. Blue & yellow/black canvas. Turbo Ford V8 powered British chassis with four-wheel drive. Driven by Al Unser in 1968. Numerous wins, including



Indianapolis. Paint good, engine clean. Comes with period handwritten track setup notes and trackside data. Cond: 3+. **SOLD AT \$82,500.** *An interesting hybrid racer from a transitional era of Indy car racing, when smart privateers could still finish well. Market correct for a limited-use 40-year-old race car. See the profile, p. 48*

**JAPANESE**

#248-1973 **HONDA 600 coupe.** S/N AN6001052138. Red/black vinyl. Odo: 30,000 miles. Daily driver owned and painted by Ed Roth. Sun-faded paint with lots of flaws, Roth lettering and custom details mostly intact. Collision damage on rear right side, corrosion at bottom of both doors. Interior rough. Blue California license plate. Cond: 4. **SOLD AT \$22,000.** *Last seen at RM’s Los Angeles sale*



*in May 2006, where it sold at \$58,850 (SCM# 42029). In solid #4 condition, this little 2-cylinder microcar was a walking billboard for Ed Roth’s talents, with over a dozen different hand-lettered fonts as well as pinstriping and graphics advertising Roth’s business. Roth’s paint has actually held up better than Honda’s original color. Sold at below the \$30k low estimate, but still top dollar in this market.*

**AMERICAN**

#253-1850 **BOOTHILL EXPRESS CUSTOM SHOW ROD** hearse. Brown & wood/. 426-ci fuel-injected V8, auto. Custom hot rod built by Ray Fahrner in 1967. Reportedly built from the funeral coach that took James Gang member Bob Younger to his grave on Boot Hill. Interior funeral accoutrements appear original. No headlights; fitted with polished gas lamps front and rear. Paint cracked and checked in numerous areas, steering wheel faded, loose wood screw spotted on floor of cockpit area. Scale models issued in 1967 and 1994 by Monogram. Cond: 3+. **SOLD AT \$126,500.** *A classic hot rod from the 1960s immortalized by the Monogram model*



*company. Essentially a horse-drawn carriage with an external cockpit, no seat belts, no windshield, and a 450-hp engine—God help anyone who attempts to drive it. The workmanship was generally very good, and it was clearly Ray Fahrner’s masterpiece. Both well bought and sold at below the \$150k low estimate.*

#214-1920 **FORD MODEL T Fronty racer.** S/N 6949842. Rust/tan leather. Classic Model T roadster racer. Unfinished sheet metal in fair shape and beautifully rusting. Nice sheet metal lip in front of driver—period metal work. Paint fair on frame and undercarriage. Newish interior, red wire wheels. Cond: 3-. **SOLD AT \$16,500.** *More screaming patina. This sold for around half of its \$30k low estimate, showing that there is a fine line between patina and decay. Some nicer details might have raised the*



*price on this one. So for about \$20k, you can have this or a Honda Element. I know which one I’d pick. Tough luck for the wife and kids, as it’s a one seater. They’ll just have to walk.*

#239-1923 **FORD MODEL T “Big-T” Replica pickup.** S/N TP23T2621. Red/white canvas/red & white vinyl. 283-ci V8, 4-bbl, 4-sp. 2006 Replica of the Monogram model company’s “Big T,” built by original constructor Darryl Starbird. Paint, chrome, and vinyl all very good. Fitted with whitewalls, external headers, and silver skull shifter. Essentially new. Cataloged as having three Stromberg carburetors, fitted with one Edelbrock AFB 4-bbl



*on site. Cond: 2+. **SOLD AT \$49,500.** Could you build one of these for \$50k? I suppose so, but it probably wouldn’t look as good as this one. Well bought for anyone looking for a reasonably affordable custom hot rod with some*

*historical significance that’s great for Sunday cruises with the grandkid to the drive-in burger joint. Plus, you can give the grandkid the original model (find it on eBay), and let him brag to his friends.*

#262-1925 **FORD MODEL T “Mackenzie” track roadster.** S/N 1425664. Salmon & Cream/white naugahyde. 274-ci V8, 2x2-bbl,



3-sp. Custom rod built by Jerry Mackenzie of Indianapolis. Paint very fresh, chrome good, tires new. First shown at the 1954 Indianapolis Custom Car Show. Donor vehicle originally purchased for \$50 in 1952. Featured in September 1952 Rod and Custom Magazine, among others. Cond: 2+. **SOLD AT \$33,000.** *Last seen at RM’s Monterey sale in August ’06, where it sold at \$68,750 (SCM# 42791). One of the most nicely prepped Ts at the auction, but without any period race provenance. Another example of how the market has fallen on cars like this over the past few years, but regardless, this was a nicely finished, entirely usable period T at a very attractive price. Well bought.*

**BEST BUY** #261-1951 **TOM BEATTY BELLY TANK lakester.** S/N 51866232889.

Two-tone blue & silver/aluminum. 260-ci supercharged V8, 6x2-bbl, auto. As-raced condition in its last known configuration. Original paint in overall poor shape, missing some hardware to hold upper and lower body together. Plexiglas front bubble missing, but pictured in catalog. Body salvaged from WWII fighter plane drop tank. GMC-Olds V8 destroyed to 260 ci, 1956 Olds Hydramatic

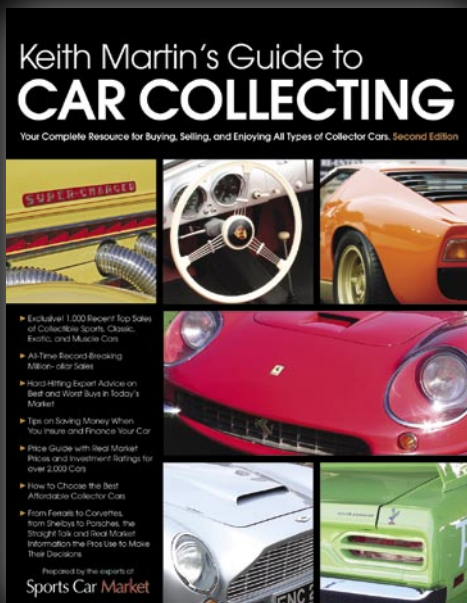


transmission, Halibrand rear end. Clocked at 252 mph in 1962. Cond: 4. **SOLD AT \$229,900.** *Last seen at Gooding’s Pebble Beach auction in August ’07, where it sold at \$440,000 (SCM# 46531). First campaigned in 1951, Tom Beatty’s belly tank racer held a list of land speed racing records, including records set at Bonneville that stood for seven years. This baby had seen better days, but its long history at Bonneville cemented its value here. The fastest of the belly tankers, and very well bought at about half what it brought in 2007.*

#266-1956 **ED ROTH OUTLAW Replica roadster.** S/N N/A. Green & white/green & white vinyl. 331-ci V8, 4x2-bbl, 3-sp. Reproduction of Ed Roth’s second custom, “The Outlaw,” built by Fritz Schenck of Kansas

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**1966 CORVETTE STING RAY ROADSTER.** Delivered new in San Francisco on July 30, 1966, purchased by its second San Francisco owner in 1968 and owned by her in California until selling it to a family friend in New Jersey in 2006. Original Protect-O-Plate, owner's manual and Owner Protection Plan booklet are all present with original 327/350 h.p. engine and 4-speed transmission. Repainted in 2006 in original Sunfire Yellow with beautiful black leather, original AM-FM, teak wheel, tinted glass and new Gold Line radials. 60,435 miles. \$65,000.

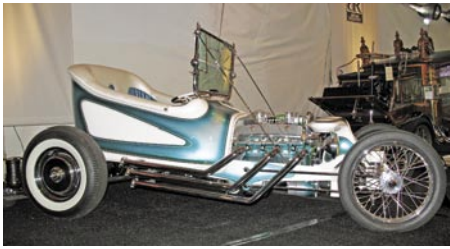


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**1985 ROLLS-ROYCE/BENTLEY CORNICHE CONVERTIBLE.** A beautiful and very interesting car originally purchased by a local high-profile man who wished for a lower-profile car and changed his Rolls-Royce to a Bentley, saving all of the original pieces. As new throughout with locking cocktail complements to both doors, Mouton carpet overlays, etc. Ebony/tan leather/black piping and top. 18,218 miles. \$68,000.

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City. New paint and chrome. 1929 Ford Model A frame, 1950 Cadillac V8, 1939 Ford 3-speed transmission. Fitted with four Stromberg 2-bbl carbs. No front brakes, hydraulic drum rear brakes. Cond: 2. **SOLD AT \$66,000.** A nice reproduction of Big Daddy Roth's second custom, which was a much more traditional build than some of his later work in the 1960s. A faithful recreation that can actually be driven and used, unlike some of Roth's more esoteric creations... and at a fraction of the cost. A good purchase for a buyer who wants an approachable, usable incarnation of a Roth design.

#205-1957 CHEVROLET BEL AIR 2/3-Scale Revell Model show rod. Yellow/black. Hand-fabricated steel tube chassis with fiberglass body. Bare bones interior, two seats. Paint fair, cracks numerous. Painted door trim and handles. 265-ci Chevy V8 with nonfunctional supercharger. Wheelie bars. Cond: 3-. **SOLD AT \$12,650.** The problem



with stuffing a 200-hp engine in what is essentially an oversized go-kart is the ignominy of ownership, and the potential for damage to your vehicular reputation—especially if you do something stupid with it and end up on YouTube. It has two seats, though—heck, bring a friend... just swear him to secrecy. Final note: You are hereby exempted from any criticism for buying this if you are less than four feet tall.

#270-1958 FORD THUNDERBIRD Custom "Larry Watson" 2-dr hard top. S/N H8YH113608. Silver & purple/black & white vinyl. Odo: 266 miles. 352-ci V8, 4-bbl, auto. Originally bought new and built/customized by Larry Watson in 1958. Recently restored by Watson, and showing very well throughout,



with nice paint, clean interior, and detailed engine bay. Cond: 2. **SOLD AT \$55,000.** A nicely prepped if slightly gaudy period custom with over 50 years of show history. This T-Bird was probably overshadowed by other sale

items here, but at this price, I'd call it a fair deal both ways.

#203-1960 ED ROTH TREE VIPER kit trike. S/N DMV54940CA. Bare fiberglass. Corrosion on all steel surfaces, including "Roth" highway peg riser. "Never grind this off" written in pencil near weld close to front seat. VW engine, small Honda motorcycle front drum brake, springer front end. Engine appears complete. Cond: 4-. **SOLD AT \$3,300.** Straight



out of your creepy '70s holdout Uncle Wilbur's garage and into this glamorous Hollywood auction. Rough condition. These are in garages everywhere and generally worth their weight as scrap only. When have you ever said, "Wow, really cool trike. Gotta get me one of them?" Roth was a marketing genius for making these cool for one brief, mood-altering substance-fueled period of time decades ago. Well sold.

#245-1961 CHEVROLET CORVETTE "Big John Mazmanian" drag car. S/N 108675100093. Candy Apple Red/black vinyl. Odo: 15,200 miles. 316-ci supercharged V8, 4-sp. One of the most prominent Corvette drag racers, beginning in the 1960s. Documented in Hot Rod and Rod & Custom magazines in period. Good paint and body fit, some corrosion



on period aftermarket race wheels, pie crust slicks. Stock interior fitted with vintage tach and Hurst shifter. Includes parachute. Cond: 2. **SOLD AT \$247,500.** Storied Corvette drag racer and an early proponent of supercharged power: Bid well below the \$350k low estimate, which may have been optimistic for such a single use vehicle. It was bought new by Big John, so all of those miles may be from the drag strip... a quarter of a mile at a time. Market price considering the history.

#250-1961 BUICK WAGON-MASTER Riviera dragster. Black & orange/bare metal. Commissioned and driven by "TV" Tommy Ivo, actor and former Mouseketeer. Four 454-ci injected Buick Nailhead engines, four-wheel drive, solid-spring suspension. Paint showing some age, cracks and damage to Plexiglas. Bullet hole sticker on side window. Twin parachutes.



Luggage rack appears unused. Requires about \$40 in racquetballs to plug all the intake velocity stacks. Cond: 3. **SOLD AT \$209,000.** Another wild car from the exhibition drag racer era, built during the NHRA's ban on nitromethane fuels. Started life as Ivo's "Showboat" before being modified to its current configuration, as was well known for its four-wheeled burnouts. Sold well over the \$175k high estimate, and as was the case with other difficult-to-use exhibition cars at this sale, I'm willing to bet the high bidder was channeling some childhood memories.

#233-1964 ED ROTH ROAD AGENT Custom coupe. Pink & white/orange Plexi/bronze leather. Paint, pinstriping, and interior very clean. Headlights fogged, plexi dome poorly fit. Flat 6 Corvair engine, cockpit features Delmonico television. Featured in Rod



and Custom in March, 1964. Cond: 2. **SOLD AT \$187,000.** An otherworldly 1960s custom from Ed Roth. Excellent craftsmanship, presentation, and prep. Prominently displayed at the auction entrance, and for good reason, as it attracted a lot of attention. Sold at below the \$250k low estimate, and I suggest it was just the wrong time to sell such a unique vehicle.

**TOP 10 No. 1** #249-1965 DODGE A100 "Little Red Wagon" pickup. S/N 1882021629.

Red/tan & red vinyl. 426-ci supercharged V8, auto. Exhibition drag racer formerly driven by Bill "Maverick" Golden. Guinness record holder for 4,230-foot-long wheelstand. Multiple award winner, including AHRA Car of the Year in 1966. Paint and panel fit mostly good, minor corrosion on body panels, minor rust on underbody. Independent hydraulic brake system to steer while wheel



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standing. Tailgate welded down and braced. Displayed with front wheels three feet off the ground. Cond: 3. **SOLD AT \$550,000.** *One of a small number of A100s that wore the "Little Red Wagon" designation, this one appears to be the only survivor, and is the most prolific, having been raced for three decades. It nearly doubled the \$300k high estimate, which probably is due to the new owner's childhood memories of seeing it in action. Hopefully the welded steel stand that placed the LRW's front wheels hovering off the ground was included with the sale, as driving this thing must be tricky.*

**TOP 10 No. 7** #263-1965 DODGE DEORA Concept pickup. Gold/black vinyl. Odo: 3 miles. 170-ci Slant 6, 2x1-bbl, 3-sp. Ridler Award winner from 1967 Detroit Autorama. Based on a Dodge A100 pickup, modified by the Alexander brothers with front entry—no side doors. Paint very good, interior clean. Restored in 1998. Essentially a time capsule



vehicle. Cond: 1-. **SOLD AT \$324,500.** *A seamless, singular concept car with almost production standard quality. This never made it into production, however, so the crash worthiness was never tested... luckily. Immortalized as one of the first Hot Wheels offerings. An expensive price to pay, but it's the only one. Still, you have to wonder if the new owner who paid \$324k to get it has ever driven anything with a Slant 6.*

#235-1967 FORD C-CAB Fire Truck roadster. S/N N/A. Red/yellow & white cloth. Small-block Ford-powered Custom built by Chuck Miller of Styline Customs, Detroit, MI. Named one of the "Top 10 Rods" in the country in 1968 by Car Craft Magazine, and the 1968 Detroit Autorama Ridler Award winner. Good paint, chrome, and details. Single bucket seat. "Barefoot" gas pedal, no steering wheel—has



steering handle instead. "Miller High Life" shifter. Wooden ladders on either side, polished fire extinguisher, spinning red flasher on intake. Cond: 2. **SOLD AT \$90,750.** *A nicely done historical custom that could, theoretically, be driven to local Hot Rod meets—but God help you if you have to make a sudden turn with the*

*chrome tiller handle. Relatively inexpensive for a car that every 30- to 40-year-old man vaguely remembers having in his Hot Wheels garage.*

#243-1967 ED ROTH MEGA CYCLE "Captain Pepi's Motorcycle and Zeppelin Repair" custom. Blue metallflake/blue velour. Ed Roth custom, recently restored by Fritz Schenck. Comes with Triumph hardtail motorcycle originally built by Bob Aquistapase. Recent restoration on both vehicles. Paint,



chrome, and details all very good. Cond: 2+. **SOLD AT \$60,500.** *A vehicle that defies categorization. The story goes that after show use in 1968, this was lent out to a junk dealer in exchange for VW parts, and it came back in disrepair, having been used as a doghouse. Recently restored and very well bought for any Ed Roth fan.*

#251-1969 DODGE DAYTONA NASCAR racer. Red & orange/black/black vinyl. 426-ci V8, 4-bbl, 4-sp. Ex-Cotton Owens/Buddy Baker. First NASCAR racer to record a 200 mph lap. Original "as raced" condition, displayed statically at the NASCAR museum for 35 years. Paint worn, stress cracks on rear tail and wing, door handles painted on. Cueball



knob on Hurst shifter, fuel cell, black tape covers steering wheel center. Cond: 3-. **SOLD AT \$214,500.** *A racer from the good old days before NASCAR added restrictor plates and competitors switched to non-production-based tube-chassis cars. Estimates here were high at \$400k-\$600k, and even this price seemed like all the money and more. Still, it's a piece of NASCAR history, so it likely wasn't a bad investment for the new owner.*

#232-1969 FORD MUSTANG "Mr Gasket" drag car. S/N 9HM254. Candy Apple Red/bare metal. "Gasser" class drag racer. Paint



fair and appears original. Sheet metal interior, doors crooked. Twin-turbocharged Boss 429 V8, includes parachute. Won Super Eliminator class at the 1969 U.S. Nationals. As raced. Cond: 3. **SOLD AT \$132,000.** *With a claimed 1,800 hp on tap, you're darn tootin the doors and every other body joint on this nuclear slingshot are gonna be tweaked. Sold at about half of its pre-sale estimate. I would not expect an 1,800-hp Mustang to be "turn key," so I hope the buyer budgeted for some tuning work, or better yet, a nice display placard. Good for static display or as a way to get rid of money by the wheelbarrow load. Market-correct price.*

#230-1974 FORD PINTO "Ohio George" drag car. S/N 4T10X194875. Blue/black cloth. The "Ohio George" Montgomery drag car—an early turbocharging trend setter. Paint fair with some wear, one significant blemish on hood. Door panels crooked. A claimed turn-key-ready 500-hp drag racing package. Cond: 3. **SOLD AT \$18,700.** *A 500-hp turbocharged*



*Pinto. Good lord. You can just imagine the first time this thing rolled to the starting line... the howling laughter probably stopped about eight seconds and a 1/4-mile later when it completely destroyed the competition. My dad used to drive me to school in a rattle-canned gray Pinto, so I am slightly biased toward thinking this is cool. Very limited use, but for \$20k, I'd be tempted. Well bought.*

**TOP 10 No. 10** #236-1976 "SPIRIT OF 76" BONNEVILLE STREAMLINER racer. S/N DR941194T. Blue, red, & orange. 30-foot long Bonneville Land Speed racer first built by machinist/millwright Al Teague in SoCal in 1976 and land speed raced for decades. Paint fair to good, some body panel checking. Surprisingly little evidence of Bonneville salt use showing. Australian sticker shows some racing use in



1995. Did 432 mph at Bonneville in 1991, and still holds some land speed records. Cond: 3. **SOLD AT \$275,000.** *It's nice to know that a properly executed scalpel of a racing machine such as this still holds value more than a decade after it was last run. This one went \$75k over the \$200k high estimate, but it's a narrow market that's probably limited to either a museum or a very passionate and resourceful land speed enthusiast who might still use it. ♦*



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# St. Charles High Performance Auction

High sale went to a 1970 GTO Judge Ram Air IV convertible at \$371k. The AMX George Barris Kustom made \$106k and seemed to be a decent buy



Barris AMX brought \$106k in St. Charles

<b>Company</b>	Mecum Auctions
<b>Date</b>	October 1–4, 2009
<b>Location</b>	St. Charles, Illinois
<b>Auctioneer</b>	Mark Delzell, Larry Hagerman, Bobby McGlothlen, Jim Landis & Matt Moravec
<b>Automotive lots sold / offered</b>	414/747
<b>Sales rate</b>	55%
<b>Sales total</b>	\$11,807,404
<b>High sale</b>	1970 Pontiac GTO Judge convertible, sold at \$371,000
<b>Buyer's premium</b>	\$300 up to \$5,499; \$500 from \$5,500–\$9,999; 6% thereafter, included in sold prices

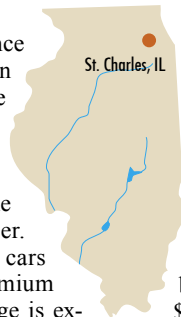
Report and photos by Dan Grunwald  
*Market opinions in italics*

Mecum's Fall High Performance Auction came to Pheasant Run Resort in St. Charles with more cars, one more day of selling, and one more auctioneer than in years past. Matt Moravec started several years ago as a Mecum ring man and has become a solid member of the organization who now does duty as an auctioneer.

The extra help was welcome, as 105 more cars were added to the roster. Mecum's buyer's premium has risen from 5% to 6%, and the TV coverage is extensive, as you already know if you watch the action on cable or satellite TV. There were a couple of days with some light rain during the sale but nothing that really affected the action.

The auction started this year on a Thursday, which struck me as a bit risky, but the cars were far better than I expected and the bidding was brisk right out of the gate. Star cars seemed to have mixed results, and a number of them failed to meet reserves.

Overall high sale went to a 1970 Pontiac GTO Judge Ram Air IV convertible that brought \$371,000. The catalog cover car was the AMX George Barris custom, and it made \$106k, seeming to be a decent buy. Odd man out had to be a 1935 Auburn boattail speedster that failed to sell on Sunday at \$300k.

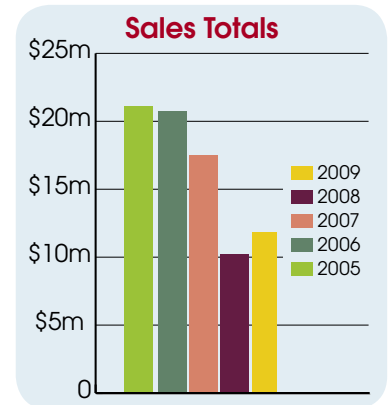


I don't know why it would be scheduled for Sunday, but this car just didn't fit the normal groove of American muscle for which Mecum is best known. Then again, Mecum is largely regarded as a specialist in 1950s through '70s American muscle, and there is nothing wrong with spreading their wings a bit with the changing market.

Crunching numbers is interesting, although new variables muddy the picture. Last year, Mecum sold 653 automotive lots with a total sale of \$10.9m, for an average sale of \$16,600 per lot. This year there were 747 automotive lots with a total sale of \$11.8m. This was an increase of \$946k over last year, but the "per lot" average decreased to \$15,806, a small drop in value.

This year I noticed a number of frequent flyers that looked familiar from other recent auctions, with several finally selling at this event. It pays to keep your SCM Platinum database subscription current, as it's always nice to know if a car has been offered recently, and if so, what it was bid to.

In general, prices seem to be down a bit, even including some of the best cars, so there are opportunities for astute collectors. As we approach the annual Arizona madness in January, we'll doubtless see some interesting sales—we're all wondering if the market will continue to "adjust" or if it has bottomed and started to head back up. ♦



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# Glovebox Notes

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

## 2010 Scion xD 5-door



**Price as tested:** \$19,327

**Likes:** Capable little wagon, with nippy 128-hp VTEC, twin-cam 4-banger, smooth-as-silk 5-speed, electronic power steering with good feel. Surprisingly quiet at highway speeds and a light foot can deliver 42 mpg. Obvious dash controls, interesting interior vinyl akin to elephant hide, accented by carbon fiber. Comfortable—even the back seats recline ten degrees; excellent 160-watt Pioneer stereo, Bluetooth, traction and stability control, multiple airbags.

**Gripes:** Speedo-tach combination is clunky—there's room for both. Eleven-gallon gas tank too small if you have a heavy foot, or live in a Western state.

**Fun to drive:** ★★★★★

**Fun to look at:** ★★★

**Overall experience:** ★★★

**Verdict:** Replaces the xA, which was too small and overshadowed by the box-like xB. The new xD is about 15% bigger than the xA and superior in every way. The only way to sell Americans on small cars is to make them surprisingly good, like this.—Paul Duchene

## 2010 Toyota Prius sedan



**Price as tested:** \$27,909

**Likes:** Restyle adds vital character lines to egg-shape. Dash vastly improved, with plenty of information and pleasant “grassy” texture to panel. Cunning storage spaces and big, double glovebox. Comfortable and quiet with little road noise, decent back seat and cavernous trunk. Backup camera essential due to silent “Sneaky Pete” factor in crowds. Every safety device you can think of. Voice-activated nav system, solar-powered ventilation system, satellite radio, Bluetooth.

**Gripes:** Keyless entry still a pain—just give me a key or figure something else out, like Nissan or Jaguar. Mileage seems only mid-40s but 50s claimed if you stay out of “power” mode.

**Fun to drive:** ★★★★★

**Fun to look at:** ★★★

**Overall experience:** ★★★★★

**Verdict:** With 98 hp (up 22 hp), this Prius smokes the last one. It works better than the Honda Insight, but it's still homely and with a high smug factor (You know, she makes all her own clothes...). Eventually I'm sure it will look good, but can they cut to the chase and fix the looks next?—PD

90

## GERMAN

**#F32-1969 MERCEDES-BENZ 280SL convertible.** S/N 280SL003893. Red/black leather. Odo: 22,142 miles. Repaint holding up well, most chrome shows age, side trim coming off driver's door. Windshield shows wiper scratches, weatherstripping cracked, interior chrome pitting, driver's seat torn, speedometer face cloudy. Engine shows normal driving dirt



and wear. Duct tape on oil cooler hose likely not a functional fix. Fitted with a/c but no soft top. Cond: 3-. **SOLD AT \$20,140.** *I'm not surprised the owner decided to move this tired old gal out. If it drives out well, it could still be fun... but do you feel lucky? Fairly sold for condition.*

**#F234-1973 VOLKSWAGEN THING convertible.** S/N 1832755152. Yellow/black vinyl/black vinyl. Odo: 83,186 miles. Quickie paint looks good at 15 feet, but up close, it shows lots of issues. Interior looks pretty



rough, all plastic lenses cracked. Missing antenna, added roll bar. Floors look solid. Cond: 3-. **SOLD AT \$6,800.** *This old Thing looked solid, so it's really just a matter of price, and \$6,800 seems fair for a fun driver with some cosmetic difficulties.*

**#S4-1994 PORSCHE 911 Turbo coupe.** S/N WPOAC2965RS480083. Guards Red/tan leather. Odo: 22,837 miles. Low mileage, comes with books and tool kit. Lots of dead bugs suggest it was driven to the sale. Several paint flaws on front end, right front fender was possibly repainted. New Panasonic radio.



Cond: 2. **SOLD AT \$53,000.** *22,837 miles seems light on any 911 Turbo, but by the looks of it, those miles were real here. I didn't see any maintenance records, which could make or break the deal, but if all was OK under the hood, this was well bought.*

## AMERICAN

**#S122-1929 INFINITI Q29 Flyer roadster.** S/N DN19257. Yellow/tan leather. Odo: 50 miles. Hand built for the Oakland Roadster Show with Infiniti Q45 engine and a chrome drivetrain. Everything hand crafted and custom made. Built for Joe McPherson by Art and Mike Chrisman, Steve Davis, Squeak White, Tony Nancy, and Phil Remington. Awarded “America's Most Beautiful Roadster.” Cond: 1. **SOLD AT \$137,800.** *Last seen at Mecum's St. Charles sale in October '08, where it failed*



*to sell at \$200,000 (SCM# 117951). Seen before that at RM's “Joe's Garage” sale in June '08, where it brought \$126,500. Sold on bill of sale. Only thing lacking is that “cammed up” sound that only comes with American V8s. The consignor cut it loose at under what he was looking to get, but he still made a bit over his purchase price. Probably a wash when transportation and consignment fees are considered, so hopefully he had some fun with it.*

**#T146-1934 FORD GEISEN SPECIAL roadster.** S/N 181226129. Red/brown leather. Odo: 1,086 miles. Built on a 1934 Ford modified chassis and raced at the first Monterey Historic Races in 1974. Fiberglass body with flathead Ford and twin Stromberg 97s. Some



chrome scratched and peeling, right sidepipe repaired. Cond: 2. **SOLD AT \$47,700.** *A well-known home-built special, thought to have been constructed around 1950. Features both a wild look and a great sound in an open car with the wheels way out in front. Good history here helped raise a decent price for the seller, but the buyer should be happy as well.*

**#F150-1949 MERCURY 4-dr sedan.** S/N 9CM162232. Maroon/gray cloth. Odo: 67,691 miles. Older repaint with lots of chips and cracks, front and rear bumpers dull, door handles show wear. Some glass starting to de



laminate, weatherstripping hard and cracked. Decent new cloth interior smells of moth balls. Lots of options include dual spotlights, sunvisor, and fog lamps. Cond: 3-. **SOLD AT \$19,080.** *The old school hot rod way of thinking pretty much dictates that all four-door cars have two doors too many. But, if you must have four doors, suicide rears are as cool as it gets. A decent deal for both parties.*

**#F37-1955 CHEVROLET BEL AIR 2-dr hard top.** S/N VC55J084632. Silver & blue/silver & blue cloth. Odo: 72,754 miles. 498-ci V8, 2x4-bbl, auto. A few paint chips and nicks, all new chrome, several trim dents. Blown big-block, Turbo 400 transmission, Gear Vendor Overdrive and Ford 9-inch rear. Tweed bucket seat interior, tinted glass. Clean and solid



underneath. Cond: 2. **SOLD AT \$32,330.** *A well-done Shoebox Chevy with a killer engine, and no gas guzzler tax applicable. If it were all stock, it would probably have brought more money. The blown big-block may be fun, but in a tricky market such as this, it's hard to recoup the money spent building it.*

**#F221-1957 CHEVROLET BEL AIR convertible.** S/N VC57J169130. White/white vinyl/red & silver vinyl. Odo: 3,833 miles. 283-ci V8, 2x4-bbl, 3-sp. Chrome pitting, weatherstripping cracked, right vent window coming loose. Driver's door fits wide at bottom, some glass delamination. Clean interior shows



older detailing, chassis undercoated. Cond: 2. **SOLD AT \$49,290.** *First seen at Mecum's St. Charles auction in October '07, where it failed to sell at \$80,000 (SCM# 47049). Seen again at Mecum's Des Moines sale in July '09, where it sold at \$41,340 (SCM# 130636). This car's older restoration was starting to show its age, and it was in need of just a few minor details to bring it up to par again. Sold fairly.*

**#F167-1957 FORD THUNDERBIRD convertible.** S/N D7FH288266. Coral/white/white vinyl. Odo: 48,117 miles. 312-ci V8, 4-bbl, auto. Newer paint over visible body filler. Fair exterior chrome, hard top very rough. All interior trim shows age and wear. Optioned as a/c and heater delete, but fitted with Town & Country radio. Wind wing glass delaminating, new seats show well. Cond: 3-. **SOLD AT**



**\$25,970.** *This car needed a bunch of love in order to make it sparkle, but at this purchase price, that love may run out too soon. Well sold.*

**#S19-1960 NASH METROPOLITAN convertible.** S/N E77500. Red & white/white & black cloth. Odo: 79,892 miles. New paint, top, and chrome. Door edge chipped, engine clean. Worn driver's seat, thick dash paint.



561 code on body tag shows this car to be an original convertible. Better than your average Met. Cond: 2-. **SOLD AT \$20,140.** *A few years back this would have looked expensive, but these cars have been on a run lately, and this is now what you can expect to pay for a good example.*

**#S135-1961 PONTIAC CATALINA convertible.** S/N 361W8554. Black/black vinyl/silver gray & black vinyl. Odo: 10,028 miles. 389-ci V8, 3x2-bbl, 4-sp. Nice paint with no issues, new chrome and top. Tinted glass all



around. 4-speed fitted with Hurst shifter, tri-tone bench seat interior with no real wear. Eight-lug wheels. Cond: 2. **SOLD AT \$38,690.** *I see a lot of interest in these full-sized Pontiac convertibles when they are solid, and this one fell into that category. A nice car, and fairly priced at the money spent.*

**#F180-1963 CHEVROLET IMPALA SS convertible.** S/N 31867B210940. White/black vinyl/red vinyl. Odo: 752 miles. 409-ci V8, 4-bbl, auto. Newer paint shows orange peel and dust in places. Good chrome and trim, clean engine with dual-circuit power front disc brakes. Nice interior fittings with little wear, glass shows well. Exhaust exits in front of rear wheels. Cond: 2+. **SOLD AT \$30,740.** *409s will always have a bit of a cachet in the*



*American collector car world, both because of their drag race notoriety in the early '60s and the Beach Boys. This one was a looker, and it sold fairly.*

**#S194-1967 SHELBY GT500 fastback.** S/N 67410F2A01865. Blue & white/black vinyl. Odo: 56,847 miles. 428-ci V8, 4-bbl, auto. Good panel fit and paint, claimed matching numbers. Fitted with power steering, power brakes, additional engine cooling, and factory a/c. Right side window scratched, other glass



and trim shows very well. Cond: 1-. **SOLD AT \$135,680.** *Hard to fault, and therefore expensive. A good Shelby will always find strong interest, and that's exactly what happened here. Chalk this one up for the seller, but the buyer can't complain about buying the best.*

**#S106-1967 CHEVROLET CORVETTE convertible.** S/N 194677S109705. Red & black/white vinyl/black leather. 427-ci 435-hp V8, 3x2-bbl, 4-sp. Fresh zero-mile high-level restoration. Right vent grille sits a bit low, couple of nicks in console by hand brake. All else is factory new or better. Cond: 1. **SOLD AT**



**\$97,520.** *We've watched these take a hit over the past year, and this beautiful example was the perfect poster child for the current 435-hp market level. Sold right on today's money for condition.*

**#S165-1968 DODGE CHARGER R/T 2-dr hard top.** S/N XS29L8B301886. Green & black/black vinyl/green vinyl. Odo: 12,565 miles. 440-ci V8, 4-bbl, auto. Fresh restoration with new medium-level paint. Some trim dents, detailed engine with new wiring. Scratches on side glass and light pitting on side window trim chrome. Lumpy fabric top. Original "Mr. Norm" bill of sale. Cond: 2-. **SOLD AT \$41,340.** *Some details held this car back from being a full #2. The "Mr. Norm" association*



may have helped some, but Grand Spaulding Dodge sold lots of cars, so the bragging rights are limited. Well sold.

**#S105-1969 AMC AMX 400 George Barris Kustom coupe.** S/N A9C39X137253. Pearl white & orange/tan vinyl. Odo: 3,325 miles. 390-ci V8, 4-bbl, auto. Beautiful custom pearl paint with some cracking visible. Pitting on grille chrome, some peeling on rear slat



chrome. Stock interior with sagging driver's seat bottom. Dual C-pillar fuel fillers, chrome sidepipes. Cond: 2+. **SOLD AT \$106,000.** Said to be the last "Kustom" built by George Barris in the '60s, and used on TV's "Banacek" series. Driven to the stage by Barris himself, where it was a decent deal for a Barris custom creation.

**#F93-1970 CHEVROLET CAMARO Z/28 coupe.** S/N 12487ON515506. Orange & white/black vinyl. Odo: 53,369 miles. 350-ci V8, 4-bbl, 4-sp. Paint chips on door and hood edges, some orange overspray on white stripes. Tear in driver's seat and arm rest, rust on shifter.



Misfit, lumpy, loose console with some screws missing. Still shows some dirt on interior. Dashpad pulling away at top. Engine is car wash clean. Cond: 3. **SOLD AT \$24,380.** Camaros from this vintage are still coming into their own in the marketplace, and the recent economic slump hasn't helped matters either. Price was a bit generous considering its needs.

**#S90-1970 OLDSMOBILE 442 Indy Pace Car convertible.** S/N 34467OM311038. White/white vinyl/black vinyl. Odo: 61,607 miles. 455-ci V8, 4-bbl, auto. Thick shiny paint with numerous pin holes and some poor masking evident. Small pinch tear in top, scratches in side glass and plastic rear window. Inside rear view mirror weathered. Ram Air hood, well-detailed engine. Fitted with a/c, tilt wheel, and Hurst Dual-Gate shifter. Cond: 2. **SOLD AT \$47,170.** Just 268 Indy Pace Car 442s



were built in 1970, and if this was born that way, it would fall into the well bought column. Documentation is everything when it comes to cars like this, and I would have liked to have seen a birth certificate displayed with it. As long as everything was as described, this was a decent deal.

**#S117-1970 CHEVROLET CAMARO SS ZL1 drag racer.** S/N 12387ON509239. Maroon/black vinyl. Odo: 41 miles. 427-ci V8, 2x4-bbl, auto. A-pillar fit wide at bottom, small paint chips and slight color mismatch on hood. Side window scratched, full roll cage installed. Currently runs mid 8-second quarter mile times thanks to a heavily worked all-aluminum ZL1



engine installed by Fred Gibb in 1971, making a claimed 816 horsepower. Cond: 2. **NOT SOLD AT \$175,000.** Pro Stock drag cars make for somewhat of a thin bidding audience, and putting a value on these cars can be difficult at best. Still, this one had all the right stuff, including race history with Fred Gibb/Dick Harrell race team. I would have thought this price would have been enough, but the seller was looking for more.

**TOP 10 No. 5 #S97-1970 PONTIAC GTO Judge convertible.** S/N 24267OP248954. Blue/white vinyl/blue vinyl. Odo: 72,694 miles. 400-ci V8, 4-bbl, auto. One of 17 Ram Air IV cars built, of which only twelve are known and only six were built with the TH400 automatic. One paint chip on hood edge, some



scratching on gauge faces, several chips in steering wheel spoke paint. Comes with original Protect-O-Plate and documentation from the Pontiac Historical Society. Cond: 1. **SOLD AT \$371,000.** A very rare GTO convertible, and rightly very expensive. The GTO Judge doesn't get better than this, and someone was willing to pay up to own it. The high sale here in St. Charles.

**#S120-1970 FORD MUSTANG Boss 302 coupe.** S/N OTO2G124767. Blue & black/parchment vinyl. Odo: 66,819 miles.



302-ci V8, 4-bbl, 4-sp. Distressed side window chrome, driver's side armrest worn. Highly detailed engine. Shaker hood, rear slats, all correct Boss exterior markings. Cond: 1-. **SOLD AT \$85,860.** The Boss 302 used to be the lower priced cousin to the Z/28, but not anymore, as they both trade hands at around this level, depending on condition, colors, and options. Well bought and sold.

**#S66-1970 CHEVROLET CORVETTE LT-1 coupe.** S/N 197370S400860. Maroon/red vinyl. Odo: 66,104 miles. 350-ci 370-hp V8, 4-bbl, 4-sp. Paint worn and aged in places, new chrome front and rear. Wavy areas in body, new windshield, scratches on side and back glass. Some distress on door panels. Console paint



chipped, with missing screws and cracks in plastic. Emission pump still in place on engine. Cond: 3+. **SOLD AT \$36,570.** First seen at Mecum's St. Charles sale in June '03, where it failed to sell at \$21,500 (SCM# 31543). Seen again at Mecum's St. Charles sale in June '09, where it brought \$22,260 (SCM# 120921). Not a bad turnaround for a few months of ownership, where just a bit of cleaning was done. Well sold.

**#T99-1971 BUICK SKYLARK convertible.** S/N 444671H188951. White & black/white vinyl/white vinyl. Odo: 59,752 miles. 455-ci V8, 4-bbl, auto. Black on white accent paint thick, with some chips here and there. Seats and door panels look good, lots of wear on dash and console, some loose parts.



Glove box filthy, heavy rust on dash at base of windshield. Dusty and dirty underhood, some screws missing, loose wires for hood tach. Trim missing by headlights, poor bumper fit. Cond: 3-. **SOLD AT \$15,635.** A ten-footer that was downright scary up close. Started life as a standard custom convertible, and was cloned into a GSX look alike. Plenty of money for what amounted to a driving project.

#S44-1972 CHEVROLET C10 pickup. S/N CCE142F314347. Red & white/black vinyl. Odo: 61,958 miles. 350-ci V8, 4-bbl, auto. New paint with one chip on left door edge. Tinted glass with chips on windshield and one scratch on right side glass. Good trim and chrome with some pitting on side window trim.



Nice interior. Original 2-bbl V8 now converted to a 4-bbl, fitted with power brakes and a/c. No reserve. Cond: 2. **SOLD AT \$20,140.** These early '70s Chevy trucks are arguably some of the best looking ever built, and prices seem to be climbing for good ones with the right colors and options. Market price for condition.

#T117-1976 CADILLAC ELDORADO convertible. S/N 6L67S6Q250928. Firethorn Red/white vinyl/red leather. Odo: 12,267 miles. 500-ci V8, 4-bbl, auto. Original paint shows some discoloration and bubbles. Edge chips at hood, door gaps wide at front, top shows some moderate wrinkling. Cond: 3+. **SOLD AT \$22,790.** Last seen at Mecum's Des Moines auction in July '09, where it failed to sell at



\$17,000 (SCM# 130634). The last of the land yachts. Had lots of interest, and bidding was rapid to the end. Current market price.

#S29-1987 BUICK GNX coupe. S/N 1G4GJ1174HP445143. Black/black & gray cloth. Odo: 4,589 miles. 3.8-L turbocharged V6, auto. A few paint chips on front end, windshield starting to delaminate along bottom. Some driving dirt on engine. Low brake fluid. Still on the MSO, mileage claimed correct. Cond: 1- **NOT SOLD AT \$75,000.** Most GNXs haven't been driven and never will be, and the usual price guides look irrelevant when it comes to setting values on these cars. This price may seem over



the top, but it's well under the \$94,600 another similar X brought at Barrett-Jackson in January '09 (SCM# 119341). A decent deal. Just don't be tempted to drive it.

#S75-2009 CHEVROLET CORVETTE Z06 CSR coupe. S/N 1G1YZZ5E295114597. Blade Silver/black leather. Odo: 44 miles. 7.0-L 505-hp fuel-injected V8, 6-sp. One of 20 CSR models built, ten of which were done in



this color. New throughout, and still in plastic wrap. Special CSR sticker on B-pillar. Cond: 1. **SOLD AT \$76,320.** A new "instant collectible" Corvete from GM, with no miles and all shipping plastic intact. Sticker was \$77,600, but you'd likely have to pay more to buy one from your dealer. Not a bad deal if you had to have one—go find another for less. ♦

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# The Branson Auction

Inventory ranged from nicely restored MGs to the high sale of the weekend, a stunning 1947 Talbot-Lago T26 that fetched \$280,800



Variety helps the Branson Auction succeed in the Midwest

<b>Company</b>	Cox Auctions
<b>Date</b>	September 11–12, 2009
<b>Location</b>	Branson, Missouri
<b>Auctioneer</b>	Assiter & Associates— Tom “Spanky” Assiter, lead auctioneer
<b>Automotive lots sold / offered</b>	138/274
<b>Sales rate</b>	50%
<b>Sales total</b>	\$3,477,282
<b>High sale</b>	1948 Talbot-Lago T26 Record, sold at \$280,800
<b>Buyer’s premium</b>	8%, included in sold prices

Report and photos by Chuck Leighton  
*Market opinions in italics*

The September sale held at the Hilton Convention Center in Branson reinforced the Branson Auction’s role as one of the Midwest region’s premier auction houses. On Thursday afternoon, as rain fell on consignors unloading their trailers and bidders viewed the lots already inside the exhibit hall safe from the weather, excitement began to build around what has become a weekend event for many in Branson. Luckily for all who attended, the showers subsided Friday morning, the sun peeked through the clouds as automobiles began to cross the block, and nice weather arrived that would last throughout the weekend.

Thursday night’s charity auction to benefit the Autism Society of America, courtesy of Jim and Kathy Cox, was a grand success and served as a forecast of the weekend’s results. Cocktails, hors d’oeuvres, and conversation that are normally the highlight of the evening were trumped this fall by a 1953 Plymouth Cranbrook convertible donated by the auction house that brought \$24,500, a handsome sum that certainly contributed to the \$30,000 raised for autism and a reminder that the majority of those involved with the classic car world are interested in more than sales percentages and blue book values.

Expectations were high Friday morning after a record-setting April sale that showed the Branson

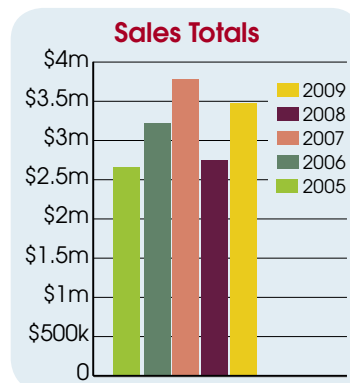


Auction’s ability to consign and sell pre-war classics in every price range. Once again, high-quality consignments, excellent presentation, and a variety of inventory helped to create a sale that caters to nearly all realms of the collector car world—everything from nicely restored MGs to the high sale of the weekend, a stunning 1947 Talbot-Lago T26 that fetched \$280,800.

Other notable sales of the weekend included a number of domestic Full Classics. A normally aspirated 1935 Auburn boattail speedster hammered down at \$243,000, and a 1931 Cadillac Fleetwood roadster brought a healthy \$170,100. A 1929 Cadillac 341-B Dual Cowl phaeton restored a number of years ago and still in wonderful condition sold for \$172,800.

A well-rounded group of muscle cars was offered once again and high sale of the group went to a 1966 Plymouth Belvedere I with its original 426 Hemi, which crossed the block at \$79,920—a sign that Hemis will sell, they just have to be priced at today’s market, not that of 2007. Many muscle cars sold in the \$20k–\$30k range, everything from first-generation Camaros and Firebirds to big-block Chevilles and a freshly restored 1970 Oldsmobile 442 convertible that brought \$44,280.

By the end of the weekend, a tick over 50% of the cars offered sold for a total of \$3,477,282, nearly \$1m more than last fall’s sale, which was heavily affected by hurricane Katrina and its aftermath. Once again, the Branson Auction provided what customers have come to expect—an excellent mix of consignments, a wonderful venue, and a great place to play cars. ♦



**ENGLISH**

#588-1957 JAGUAR XK 140 roadster. S/N 813111. White/black vinyl. Odo: 45,879 miles. Nice older paint recently sanded and buffed. Questionable door jamb finish, a little lumpy down low on rockers. Incorrect vinyl interior looks great, yellowed gauges, excellent chrome bits. Underhood very clean but not totally correct. Runs very well with no smoke on startup. Said to be fitted with factory close-ratio gearbox. Photos document a 30+ year restoration



beginning in the early 1970s. Cond: 3+. **SOLD AT \$63,180.** *This Jaguar just wasn't quite as nice around the edges as lot 610—another 1957 XK 140 roadster that was declared not sold at \$77k—but it was also not priced nearly as high. It just looked like a very nice driver with no nasty flaws—an honest car built by an enthusiast. The buyer got a Jag that's ready to use, and the seller got top money for a car that won't ever be a show queen. An excellent deal for both parties.*

#555-1957 TRIUMPH TR3A roadster. S/N TS44454L. White & red/black vinyl/red leather. Odo: 61,138 miles. Solid body with little evidence of filler, older repaint needs to be buffed due to polishing scratches. Clean chrome wires with Michelin XZXs look great



but hide dirty suspension and chipped brake drums. Lots of cracking paint around tonneau cover snaps. Aging interior tattered around edges, well-detailed engine bay restored with a budget in mind. Just an older TR3 that's currently too good to restore. Cond: 4+. **NOT SOLD AT \$23,500.** *Larger carburetors and a wider grille separate the TR3A from the earlier cars. This car had a lot going for it, and even though the restoration was older and had its deficiencies, it was still a rust-free TR in turn-key condition. Considering the flaws, this price should have been enough to seal the deal.*

#650-1967 JAGUAR 420 saloon. S/N J67PIF25258BW. Black/black leather. Odo: 96,693 miles. Thick paint over solid body with



no apparent rust, but is a little rough around the edges. Crushed seats, good wood and dash, very dirty inside and in need of a serious detail. Fitted with Moto-Lita steering wheel. Greasy, uncleaned engine bay with aftermarket a/c and signs of some recent maintenance. Just an aging used car. Cond: 4+. **SOLD AT \$6,480.** *With the cosmetic issues noted, one must wonder about the mechanical condition. All of a sudden, lot 511, a '67 XKE sold at \$8,640, seems pretty appealing. It was a good deal for the seller though, as this Jaguar had obvious needs that would be very expensive to correct.*

#294-1969 MG B convertible. S/N GHN4U167472G. Yellow/black vinyl/black vinyl. Odo: 3,944 miles. Excellent paint and bodywork, new top, weak chrome on bumpers is scratched and pitted. Complete interior fresh from the catalog, but with stripped window crank screws and cracked rear view mirror. Nicely detailed engine bay with oil cooler and aluminum valve cover. A very nicely restored



chrome-bumper B with a few insignificant needs. Cond: 3+. **SOLD AT \$12,960.** *Series II MG Bs are preferred by some thanks to an all-synchromesh transmission and an alternator charging system. This car needed a little more money spent, but it could be top notch with just a good Sunday's worth of work. More importantly, the buyer got a great deal on an entry-level convertible that should hold its value well. A good deal for both parties.*

#638-1982 ROLLS-ROYCE SILVER SPIRIT saloon. S/N SCAZS42A1CCX06323. White/maroon leather. Odo: 68,468 miles. Older paint with a few stress cracks around back glass, cracked taillight, new Vogue tires. Very nice interior with aftermarket Sony cassette player, some delaminating wood on door tops. Clean engine bay shows signs of use but not neglect. A nice used car presented very well. Cond: 3. **SOLD AT \$18,360.** *The Silver Spirit was the first model to use the retractable Spirit of Ecstasy that sank into the radiator*



*shell for safety. This was just a decent used Rolls-Royce in colors that are still attractive. Excellent detailing and presentation helped the seller bring top dollar.*

**FRENCH**

**TOP 10 No. 9** #583-1947 TALBOT-LAGO T26 Record convertible. S/N 100365. Blue/black canvas/tan leather. Odo: 2,655 miles. One small touched-in scratch on rear bumper the only noticeable flaw in near-perfect paint over a very straight body. Beautiful solid hardwood dash, perfect chrome inside and out, glove compartment dirty. Engine bay restored to a high standard and remains squeaky clean. Subject of a no-expense-spared



restoration. Cond: 2+. **SOLD AT \$280,800.** *Sold at the August '08 RM Monterey sale for \$214,500 (SCM# 142089), and a no-sale in May '09 at Worldwide in Texas at a high bid of \$175k (SCM# 120378). This car was over-the-top nice, with a class win at Pebble Beach in 1992 and a CCA National First in 1994. It had obviously covered few miles since then. The consignor had been seeking the right buyer and turned a healthy profit here. Both parties should be satisfied.*

**GERMAN**

#520-1958 PORSCHE 356 Replica coupe. S/N 4811943. Smyrna Green/tan leather. Odo: 1,324 miles. Nice fiberglass work. Lots of N.O.S. Porsche trim, and most is correct for a 356. Interior in as-new condition. Repop 356 gauges look cheap, underdash a/c unit is a nice touch. Great engine bay with modern alternator, a/c components, and billet VW tuner parts. Very clean underneath with stainless exhaust and brand new heat exchangers. A replica that might fool a PCA member from a distance, yet it can be modified and flogged without worry. Cond: 2-. **SOLD AT \$19,440.** *All the joys of*



356 ownership with no worries about rust or wallet damage. The buyer doesn't have to worry about keeping the car in line with the Kardex and will be able to easily repair the car or modify it using just an EMPI catalog. A turbo setup would make it a killer sleeper.

**#504-1970 VOLKSWAGEN TRANSPORTER microbus.** S/N 2202049844. Tan/tan vinyl. Odo: 64,133 miles. Paint dull in some places, some masking lines around lights and trim. Very nice and mostly original interior is well preserved and showing wear to support mileage. New tires, rebuilt engine, rebuilt brakes. Solid heat exchangers, original carburetor, underneath dirty but not rusty. Car card



claims one owner and stored for 31 years due to military duty. Cond: 3+. **SOLD AT \$12,150.** T2 buses are far more usable than the early, pre-'67 models thanks to a larger engine and a half-shaft suspension that did away with the Beetle's swing axle setup. This bus looked like a time capsule, but it had been painted at some point. Hopefully it wasn't rusty underneath the newer paint. At least it still wears its original color. Well bought and sold.

**ITALIAN**

**#594-1972 DETOMASO PANTERA coupe.** S/N THPNMR02868. Yellow/black leather. Odo: 20,649 miles. 351-ci V8, 4-bbl, 5-sp. Paint glassy smooth in some places, full of dirt and orange peel in others. DeTomaso valve covers, Campagnolo alloys, rear bumpers need to be replated. Interior appears original and is well preserved overall, passenger's window flops inside of door. Overspray on inside of window frame, aftermarket speakers on the ceiling, squeaky clean engine bay and spray paint-detailed undercarriage. A hastily restored auction queen. Cond: 3+. **SOLD AT \$51,300.** Second-year Panteras are far better all-around cars than the first models due to a more streetable 351 Cleveland and higher quality



fit and finish throughout. This was a good 20-footer that lacked the details up close, and the price paid was all the money and then some.

**AMERICAN**

**#561-1929 CADILLAC 341-B Dual Cowl phaeton.** S/N 324790. Green/tan canvas/tan leather. Odo: 48,123 miles. Coachwork by Fleetwood. Nice older repaint with no cracking or checking, brightwork scratched uniformly due to improper cleaning, spotless undercarriage. Well fitted interior let down by unrestored gauges with nasty bezels. Convertible top boot rust-stained but still usable, header rail grubby. Overall a nice Full Classic restored some years



ago. Cond: 3. **SOLD AT \$172,800.** The quality of the restoration here was top notch, and although it was obviously an older job, it still looked to be holding up very well. This car backfired once while being driven onto the auction block, which got a good laugh from the crowd, and apparently the bidders didn't mind, as the auction house was able to make the sale. A good deal for both parties.

**#528-1932 CHEVROLET CONFEDERATE coupe.** S/N 3222513. Yellow & brown/tan cloth. Odo: 26,506 miles. Former Great Race and VCRA competition car set up for cross country driving. Nice paint, new tires, worn original running boards, mix of both new and old chrome. Excellent upholstery, bashed sill plates, faded gauges. Engine runs strong and shows methodical maintenance, with homebrew water pump wrench in door pocket. Said to have been driven coast to coast



twice with no DNFs. Looks ready to do it again. Cond: 3+. **SOLD AT \$21,060.** Confederate coupes were popular in their day due to their 6-cylinder engine and other features that were not available in the Model A. This was a car built with mechanical reliability in mind, and although it wasn't perfect cosmetically, the buyer got a solid pre-war car that can be reliably driven anywhere.

**BEST BUY**

**#581-1935 AUBURN 851 boattail speedster.** S/N 2988E. Tobacco Cream/tan canvas/tan leather. Odo: 72,492 miles. Good older repaint with some shrinkage around tail section and light wet-sanding marks on front fenders. Great brightwork, 2-speed rear axle, later aftermarket fog lights look out of place. Well fitted interior hard to fault, with fresh gauges and light soiling in seams. Engine shows some signs of recent use, early engine



casting is apparent due to exhaust port location. A very nice, older restoration that's aging well. Claimed to be the only non-supercharged '35 Boattail in existence. Cond: 2+. **SOLD AT \$243,000.** The auction catalog stated that this car was rushed through to completion in 1935 to be displayed at the Boston Motor Show without a supercharger or outside headers. A former AACA First Prize winner, it obviously had a no-expense-spared restoration some time ago. Still in amazing condition, and some very light detailing will bring it back to top shape. An excellent purchase of an excellent car.

**#554-1955 CHEVROLET BEL AIR convertible.** S/N VC55K073457. Red & white/white canvas/white vinyl. Odo: 206 miles. 265-ci V8, 2-bbl, auto. Ancient lacquer paint over rust-free body is checked and shrinking all over. New whitewalls, chrome OK and too nice to redo, delaminating vent windows. Interior nice and aging as well as the exterior. Driver-quality engine bay with grease and dirt needs to be washed. An original Bel Air in driver condition. Cond: 4+. **SOLD AT \$43,200.** What to do with a Bel Air that will never win a car



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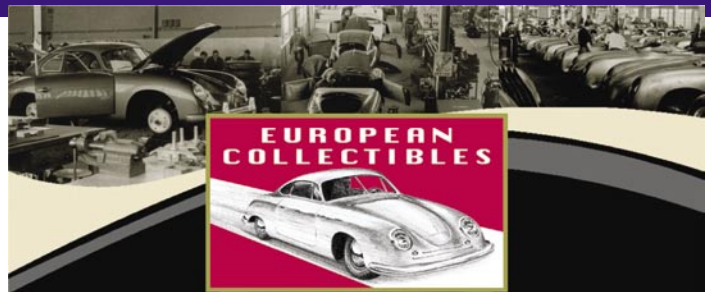
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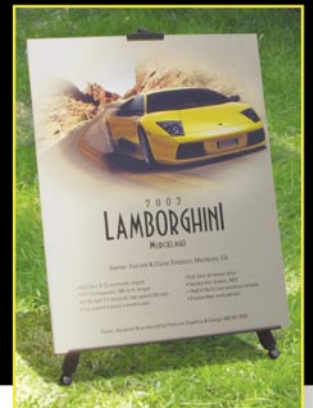
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show and will cost the buying price to restore? Let's just hope it doesn't turn into another hot rod with a 350 in it. The paint might buff out somewhat, but if not, it's a quick spray away from being a very nice driver. A great deal for both parties.

**#566-1957 PONTIAC STAR CHIEF convertible.** S/N F857H3089. Yellow/green vinyl/two-tone green vinyl. Odo: 9,526 miles. 347-ci V8, 3x2-bbl, auto. Fit and finish far beyond factory standards, with near perfect chrome and stainless. Completely restored interior could use some elbow grease, but will clean up nicely. Very clean and very correct triple carb engine. Trunk mat missing, yellowed whitewalls,



exhaust dumps before the rear axle. A hard-to-fault convertible that's more interesting than a Tri-Five Chevy. Cond: 2. **SOLD AT \$70,200.** Pontiac's flagship model at the time, and the most powerful Pontiac available. The fit and finish on this car were truly over-the-top and the restoration was probably very expensive, but the dumps show it was meant to be driven. A fair price for both parties, and the buyer gets a car that should prove to be a worthwhile investment.

**#597-1962 CHEVROLET CORVETTE convertible.** S/N 20867S110290. Roman Red/tan canvas/black vinyl. Odo: 64,430 miles. 327-ci 300-hp V8, 4-bbl, 4-sp. Show-quality paint has faint blend marks on both front fenders near windshield. Mix of new and old chrome looks good, excellent stainless trim. Older interior with faded gauges, nice seats, and good carpet. Dirt in folds of the shifter boot, correct screws and fittings throughout. Mostly correct engine bay with all the right nuts and bolts, non-original radiator hoses, new stickers, and overspray on wiring harness. Overall a great



restoration in need of minor detail work. Cond: 2-. **SOLD AT \$46,980.** Good colors and good condition should have pushed this car over the \$50k mark. The paint blends could have been avoided by just painting the whole nose of the car, and this flaw definitely held back an otherwise nice car that had probably been under the same ownership for quite some time. A good deal for both parties at the price paid.

**#579-1964 CHEVROLET CORVETTE convertible.** S/N 40867S106191. Blue/white vinyl/silver vinyl. Odo: 59,069 miles. 327-ci 365-hp V8, 4-bbl, 4-sp. Claimed numbers-matching convertible with knockoffs, power brakes, and 3.70 Posi rear end. High quality paint with visible tape line around windshield base, hood has rubbed-through paint in jambs on both sides near pivot. Driver-quality interior



with some flaking plastic chrome. Fat stacks of body shims behind both upper control arms, otherwise nice engine bay with some thin chrome. Cond: 3. **SOLD AT \$60,480.** This was the only C2 Corvette sold in Branson this fall. Although the condition was very similar to some of the other roadsters, a numbers-matching engine and a unique color combination probably helped this car break the \$50k mark and move on to a new owner.

**#596-1966 PLYMOUTH BELVEDERE I 2-dr sedan.** S/N RL21H67196610. Maroon/maroon vinyl. Odo: 29,926 miles. 426-ci V8, 2x4-bbl, 4-sp. Very straight body, excellent paint cracking around rain gutters, chrome thin around taillights. Bondo in rear quarters is obvious around wheelwells behind tires. Carpet and most interior bits appear original and well preserved, but plastic chrome is flaking in places. Well detailed, claimed numbers-matching engine and transmission. Cond: 2-. **SOLD AT \$79,920.** One of 136 Hemi Belvedere Is from 1966, and one of just 79 4-speed cars. This



body style isn't as well known as some of the later Mopars, but it does have the bare-bones look with its dog-dish hubcaps. The seller was lucky this car brought this kind of money due to the recent price changes in the muscle car market, and the buyer should hope Hemi prices have already hit rock bottom.

**#536-1966 OLDSMOBILE TORONADO 2-dr hard top.** S/N 396876M528565. Metallic gold/black vinyl. Odo: 9,071 miles. 425-ci V8, 4-bbl, auto. A claimed 100% original low-mileage car stored for years in an Oldsmobile showroom. Paint appears original and is holding up well with a few touch-ups, window felts perished, interior appears as-new. Well preserved engine bay with a few incorrect clamps and chipping paint on valve covers. Underneath



greasy and undercoated. A time capsule car maintained and preserved well over the years. Cond: 2+. **SOLD AT \$27,000.** So far, this is the highest selling price listed for a '66 Toronado in the SCM database, and that's a testament to this car's condition and preservation. It looked like it was ready to drive—not a car that had been sitting for years with dry rotted belts and hoses. Excellent condition and complete documentation brought top dollar. A great deal for both parties.

**#221-1966 DODGE CORONET 440 convertible.** S/N WH27067196311. White/black vinyl/black vinyl. Odo: 11,558 miles. 318-ci V8, 2-bbl, auto. White overspray on driver's door panel, corrosion on driver's sill plate. Freshly detailed engine bay with a new starter and plug wires. Masking lines and fisheyes hidden well



by white paint. New tires, parts store floor mats. Cond: 3. **SOLD AT \$6,480.** Sold for \$10,260 in Branson in April of '09, and now back with some money and time invested. The seller was brave to consign this car at no reserve, and apparently buyers recognized its deficiencies from the last auction and figured it might have more problems than meet the eye. ♦



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# Metropolitans

This paltry bid would not begin to cover the cost of the EV driveline. I say keep driving 50 mph around the country club until they pay you to go away

Report by Geoff Archer

*Market opinions in italics*

**W**ant '50s style in a tiny package? How about something that will scare the living daylights out of your passenger? One of these Metropolitans may be just what you're looking for.

*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)*



#160336443434-1955

**NASH**

**METROPOLITAN Pro Street coupe.** S/N AZ169201. Deep purple & multicolor graphics/black vinyl. 24 Photos. North East, MD. No descriptive text. Paint looks very nice but shapes and colors peg it as a 20-25 year-old build. Body appears to be all steel. Wheel tubs, Cragars, and velocity stacks round out the look that was



popular back when Boy George was too. Very big engine, very small car... probably very quick off the line. 10 bids, sf 227, bf 88. Cond: 2+. **NOT SOLD AT \$17,100.** Pro Street-style builds seem to burn money faster than fuel. The damage done here was exacerbated by the dated '80s details which have not yet come back into vogue. Failing to drop the reserve was a bad call, and probably cost a few grand. The seller should've taken this high bid.

#130242676939-1957

**NASH**

**METROPOLITAN coupe.** S/N E35238. Turquoise & white/turquoise & white naugahyde. 24 Photos. New Berlin, WI. "ISUZU 4 CYL DIESEL ENGINE, ISUZU AUTOMATIC TRANSMISSION. WHEN PROFESSIONALLY RESTORED HAD TRUNK ADDED FROM A 1959 MODEL. CAR IS VERY SOLID WITH NO RUST ANYPLACE. CAR COMES WITH BRAND NEW TIRES ON MAG WHEELS, (LESS THAN 100 MILES) AND STOCK WHEELS AND TIRES (LIKE NEW). BODY IS SHOW QUALITY. INTERIOR IS SHOW QUALITY. IT WILL DO 80MPH+ TO KEEP UP TO TRAFFIC ON THE FREEWAYS WITH 2 ADULTS AND LUGGAGE. 60 M.P.G." 31 bids,



sf 39, bf 15. Cond: 2-. **NOT SOLD AT \$10,100.** Last seen four months earlier on eBay when it sold for \$14,300 without the mag wheels (SCM# 116424). After towing it east from Washington state, "RETIREMENT AND HEALTH FORCES SALE." This Wisconsin seller disclosed a reserve of \$14,999, and although it might be worth more than this bid at a summer car show, turning it down as fall approaches suggests the seller wasn't in a bind for money.

#180201246715-1960

**NASH**

**METROPOLITAN convertible.** S/N E80682. Lime & white/white vinyl/white vinyl. Odo: 1,100 miles. 9 Photos. Rochester, MN. "Original California black plate car" restored 1,100 miles ago. Flying lady hood ornament. Paint is "1971 Chrysler Curious Yellow FY1, which actually will have a light green tint to in in the sun. Bumpers rechromed by North Star Bumper in triple show chrome. Interior is from Met interior Guru Shannon Crutcher. New seat covers, door panels, carpet, etc. New convertible top. Under the hood it has a Dick Crutcher... rebuilt engine and transmission along with his slick Nikki 2



barrel carb and adapter to stock manifold. Adds a few pony's!!" 45 bids, sf 239, bf 641. Cond: 1. **SOLD AT \$21,100.** Clearly over-restored, this bright little example would never suit a Metropolitan purist—but how many of them could there be? Perfectly suitable for parades, commercials, sock hops, etc. Expensive for a Met, but market correct, because the purists have no control over that.

#350269103627-1961

**NASH**

**METROPOLITAN "Golf Cart" roadster.** S/N E87378. Lavender & violet/black cloth. 28 Photos and 3 videos. Dallas, TX. "Powered by a 45 horsepower Electric Industrial Motor manufactured by Soletron. Surprising acceleration... and the can achieve 55-60 MPH speeds. Tagged, Titled and registered in Texas, and the vehicle will travel approximately 2½-3 hours between charges. A 220-volt electrical outlet is all you need to feed this GREEN CAR CLASSIC.



Completed in 2008 with over \$40,000 invested. A great business promotion vehicle, or the ultimate golf cart." 18 bids, sf 241, bf n/a. Cond: 2. **NOT SOLD AT \$6,600.** I recently attended an electric car show (consisting of five home-made cars and two freakishly decorated recumbent bicycles surrounded by a herd of ex-Hewlett Packard nerds), and there, this Met would have totally destroyed all comers. Seriously, this paltry bid would not begin to cover the cost of the EV driveline—forgetting labor, the batteries, or the car itself. I say keep driving 50 mph around the country club until they pay you to go away.

#220143998457-1957

**NASH**

**METROPOLITAN coupe.** S/N E32645. Yellow & white/yellow & white vinyl. Odo: 58,000 miles. 6 Photos. Millerton, NY. "This car has traded in the standard shift for a Datsun B210 engine and automatic shifting. It makes a great around town driver and has seen it's share of car shows from NY to PA. The car has a yellow rose design painted on its hard top roof and on its wheel cover but the design can be easily removed with enamel thinner if desired." What about the tacky headlight eyelashes (made of electrical tape?) and curb feelers? Dusty engine compartment. 6 bids, sf 3449, bf 64. Cond: 3-. **SOLD AT \$6,300.** Failing to mention the 'r' word describing a Met from New York state might just as well be an admission that you can



see the road through the floors. In person, rust bubbles and Bondo work are impossible to hide on a Met's slab sides, but these pics aren't big enough to tell the story. Benefit of the doubt says this car was clean, and that would make it a slight bargain. (Yes, technically that implies a Datsun B210 drivetrain swap actually adds value to a Metropolitan... think about that before you buy a stock one.)

#130339516163-1958 **NASH METROPOLITAN coupe.** S/N N/A. Primrose & white/white vinyl. Odo: 57,621 miles. 24 Photos. Los Altos, CA. Sold new in Yuma, AZ. "Original paint and yes, the interior is 100% original. Seats, door panels, and headliner near flawless. The Metro has only logged 57,600



miles and would explain how clean and solid the car is. Everything works as it should ie, lights, signals radio, heater, wipers. No broken or cracked glass, windows roll up and down with ease." 17 bids, sf 157, bf na. Cond: 3+. **SOLD AT \$4,999.** In another venue, this nice clean original would clearly pull double or even triple this bid. Well bought. Enjoy it, make some money, and move on.

#220244960976-1959 **NASH METROPOLITAN coupe.** Coral & white/taupe cloth. 24 Photos. Danielson, CT. "468 cubic inch Chevrolet engine with TRW, Crane, and Holley speed parts. 400 Turbo transmission with manual reverse valve body, very narrow 9-inch Ford Posi 4-link rear end assembly. Big rear tires!!! Drum brakes in rear and Camaro discs in front. The body is very good. Limited interior space due to the engine set-back. Paint has a few nicks on the edges. Sure as hell is throaty!!!!" Could use power



steering and a bigger radiator. 9 bids, sf 66, bf 3. Cond: 2-. **SOLD AT \$16,100.** Relisted with no reserve. Seller opines, "You can't buy much of a street rod today for what I'll take for this car." Agreed, and I think the key here is the tasteful sleeper aspect. Fair price for a whole lot of (hot, cramped, hard-to-steer) fun.

#250211361870-1960 **NASH METROPOLITAN Custom coupe.** S/N E74880. Black Cherry metallic w/pinstripes/quilted pink cloth. Odo: 19,168 miles. 24 Photos. Madras, OR. Busy would not begin to describe the degree to which this car has been accessorized... like the builder just ordered one of everything JC Whitney ever made. "Exterior paint shines and the body is straight. Custom, professional pinstriping accents this remarkable car. Beautiful, one-of-a kind interior has no odors and could not be more appealing." Gold



and chrome plated 4-cyl/5speed. 33 bids, sf 285, bf private. Cond: 2. **SOLD AT \$7,333.** "Over \$20,000 invested to create this clean, unique and charming car." Aww shucks... you make it so hard to be sarcastic and witty. If I told you how I really feel, I'd surely feel like I just told a "your mother" joke to a kid whose mom just died. (Go ahead and tell me that hasn't happened to you.) So I'll leave it with this: Market price for something I can't believe found a market.

#130338115677-1961 **NASH METROPOLITAN convertible.** S/N E83621. Black & white/black vinyl/black & white vinyl. 15 Photos. Southern California. CA black plate car from an estate sale. "This car was in the process of being completed, but just didn't get finished so we had it finished. New paint, four new tires with porta white walls. The body was nice and straight and has a very good underside,



No rust, no replacement floors ever, solid all the way. Top is brand new and was just installed. Engine looks pretty new and it does have dual carburetors... starts right up and sounds good." Minor needs. 17 bids, sf 12, bf na. Cond: 2-. **SOLD AT \$13,500.** Nice deal on a classy looking Met with a lot of eyeball. Could probably be flipped for a small profit at a classic car dealership or a live auction. ♦

# Fresh Meat

Online sales of contemporary cars.

## 2010 Mercedes E63 AMG



**Date sold:** 10/30/2009  
**eBay auction ID:** 130340266885  
**Seller:** Mercedes-Benz of Houston North, Houston, TX  
[www.mercedesbenzhoustonnorth.com](http://www.mercedesbenzhoustonnorth.com)  
**Sale Type:** New car with 55 miles  
**VIN:** WDDHF7HB0AA088906  
**Details:** Parktronic, Distronic, night vision  
**Sale result:** \$102,945, 1 Buy-It-Now bid, sf 222, bf n/a  
**MSRP:** \$102,945  
**Other current offering:** Ray Catena Mercedes-Benz, Edison, NJ,  
[www.raycastena.com](http://www.raycastena.com), asking \$97,225 for a silver/black car.

## 2010 Chevrolet Corvette Grand Sport Convertible



**Date sold:** 10/24/2009  
**eBay auction ID:** 230391565520  
**Seller:** Bud's Chevy, St. Mary's, OH, [www.budschevy.com](http://www.budschevy.com)  
**Sale Type:** New car with 9 miles  
**VIN:** 1G1YW3DW3A5101886  
**Details:** Cashmere leather; chrome wheels, navigation, 3LT  
**Sale result:** \$68,570, 1 Buy-It-Now bid, sf 255, bf n/a  
**MSRP:** \$73,070  
**Other current offering:** Greenwood Chevrolet, Tampa, FL, [www.directchevy.com](http://www.directchevy.com), asking \$74,170 for red/black car.

## 2010 Hurst Camaro + SEMA Experience



**Date sold:** 10/23/2009  
**eBay auction ID:** 220495137624  
**Seller:** SEMA Memorial Scholarship Fund, Las Vegas, NV, [www.sema.org/scholarships](http://www.sema.org/scholarships)  
**Sale Type:** New car with 500 miles  
**VIN:** 2G1FT1EW0A9137122  
**Details:** Loaded with Hurst goodies and graphics; SEMA Experience—includes two passes to SEMA show, swank lodging, gala invites, etc.  
**Sale result:** \$61,900, 69 bids, sf 3, bf n/a  
**MSRP:** \$56,585  
**Other current offering:** 2010 Chevrolet Camaro SEMA 2SS, offered by eBay seller "wheelsinlv" to highest bidder.

# Taking a Buell by the Horns

Erik Buell has never been afraid to bring provocative designs to production. Future collectibility seems assured, even as Harley-Davidson pulls the plug

By Ed Milich

The impending burial of the Buell Motorcycle brand by parent company Harley-Davidson is an ignoble end to the 22-year-old sportbike company. It's paradoxical and frustrating that Eric Buell's death notice was posted just one month after rider Danny Eslick delivered Buell's first pro racing title by clinching the 2009 AMA Daytona Sportbike championship, a dream come true for founder and former privateer racer Erik Buell. Despite the championship, dealers are blowing out 2009 Buells at fire sale prices, as Harley concentrates on its core cruisers.

Erik Buell is an engineer and a racer at heart, and he has never been afraid to bring provocative designs to production. Buells have featured centrally located pull-style rear shocks (like Britten) to centralize mass, cassette-style transmissions for quick-ratio changes, fuel-in-frame/oil-in-swingarm designs to minimize components and save weight, and a ZTL (Zero Torsional Load) braking system with eight-piston calipers and a front rim perimeter disc. Early on, Buell's "Uniplanar" frame tamed the inherently unbalanced 45-degree V-twin Sportster motor by allowing the engine to vibrate vertically, trading some stiffness for vibration isolation.

The earliest production Buell was the 1987 RR1000, built around 50 XR1000 racing motors that Eric Buell bought from Harley. These were hand-built using Buell's steel tube frame and Marzocchi suspension. Much like vintage Bimotas, these machines are raw, period hot rods.

In 1991 came the sport touring-focused RS/RSS1200 Westwind, which featured a standard 1,200-cc Sportster powerplant and American-made Performance Machine wheels and brakes. The result was a very usable (if not powerful) machine, and the only sporting American motorcycle.

In 1993, Harley purchased a 49% stake in Buell, an indication of their commitment to develop the brand. A broader range of models followed, including the S2 Thunderbolt sport tourer and the minimalist S1 Lightning sport bike—again utilizing stockish Sportster motors in Buell-engineered steel tube chassis.

A radical new bike, the XB9R Firebolt, debuted in 2003 and featured a twin-spar aluminum frame that contained the bike's fuel and a swingarm that held the engine oil. The 984-cc XB9 powerplant, while Sportster-derived, was built from scratch in search of more power. And in 2004, the larger-displacement 1,203-cc XB12R emerged, with 100 hp on tap.

## XBRR a bargain as a production racebike

The XBRR was a production racebike released in 2006 and intended for racing in AMA Formula Extreme and twins classes. It was not legal for road use. Fork rake and trail on this purebred machine were a very steep 21 degrees and 86 mm, and the \$31k MSRP was a bargain for a purpose-built, AMA-capable racer. The 1,339-cc, 150-hp bikes failed to finish the 2006 Daytona 200, but they enjoyed some success in club racing.

Even with Buell's innovative engineering, their bikes were still hindered by the antiquated Sportster engine. In 2008, Buell found the missing link—a new, modern V-twin. The Rotax-engined 1125R featured a



Buell 1125R

four-valve-per-cylinder, 1,125-cc, water-cooled 72-degree V-twin, claimed to produce 146 hp, coupled with a 6-speed transmission and a "slipper" clutch to limit engine braking on deceleration. The 1125R was steadily improved during its three-year production using data gleaned at the racetrack.

## Drawbacks of radical design

Erik Buell's performance demands on what were basically Harley cruiser motors led to a number of problems. Mid 1990s Sportster engines can suffer helical oil pump gear failures during

high (Autobahn or road racing) speeds, but an updated bronze gear solved that. Valve springs in some 1990s bikes broke, dropping valves onto pistons. Shift drum pins on 1990s Buell transmissions could back out, causing poor shifting and even locking up the transmission in a few dramatic cases. Bikes with exhaust pipes outside the frame toasted the riders' legs. Early bikes with under-frame pull-style shocks had a spring warranty issue; the corrected spring can be identified by the presence of a shock cover.

Such radical designs had some unexpected consequences. Trail braking on the early XB9 tended to cause the bike to stand up on left turns, and to pull the bike down on right turns. The issue was determined to be caused by the forks flexing, and an increase from 41 mm to 43 mm corrected the problem. Early-2008 1125Rs could suffer oil starvation and transmission failure when racing, but a transmission shaft oil restrictor plug cured this. An updated oxygen sensor position and new fuel injectors improved the 2009 1125's drivability.

The Sportster-powered Buells are fairly easy to maintain and they benefit from Harley's parts availability and dealer network. Hydraulic lifters in all the Harley engine models negate the need for valve adjustment. The Kevlar final drive belts are almost trouble free. Maintenance on these bikes mostly involves keeping fluids fresh and replacing any failed components subjected to vibration from the paint-shaker engine. The M2 Cyclone is a good ride, due to its bulletproof powerplant and comfortable ergonomics. Low-production, race-bred, and hand-made 1000RRs and the homologation XBRRs are the most collectible, as there were only 50 of each.

Look for competent owner-modified upgrades on Sportster-powered Buells. There are more than a few hack Harley mechanics around, so check references before a purchase. Buells have benefited from the infusion of engineering from Harley, and later machines are usually well sorted. Buell remains the only American sportbike company ever to reach full-scale production. It was also the only American company to be competitive against Japanese and Italian superbikes, and that should ensure future collectibility. ♦

### Perfect Buell owner: Can intelligently discuss mass centralization and vibration planes

Rating (★★★★ is best):

Fun to ride: ★★★★★

Ease of maintenance: ★★★

Appreciation potential: ★★★

Attention getter: ★★★

Years produced: 1987–2009

Number produced: 135,000 approx.

SCM Valuation: \$2,500–\$7,000 (except

XBRR at \$20,000–\$35,000, and  
1000RR, probably \$50,000–\$70,000)

Tune-up cost: \$100 DIY

Engine: All 2-valve, air-cooled 90-degree  
twin, except 1125R (4-valve, water-  
cooled 72-degree twin)

Transmission: 4-speed (to 1991), then  
5-speed, except 1125R (6-speed)

Club: Buell Riders Adventure Group

More: [www.badweatherbikers.com](http://www.badweatherbikers.com)

SCM Investment Grade: B

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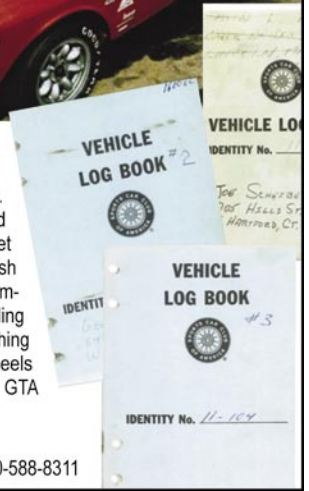
—Terry Michaelis, President,  
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## In a cost-cutting move, the RAF experimented with this frugal approach to air-to-air combat training.

—Jim Graham, New Canaan, CT

**RUNNER-UP:** After hearing about the two-seat Spitfire fighter that sold for over \$2 million, Nigel was quick to jump on the bandwagon, hoping to cash in.—**Ron Rutledge, Shelton, CT**

After barely making it home from another disastrous mission, Hornsby demands a transfer to a TR8 squadron.—**Bob Pearce, Cicero, NY**

Curse you Red Baron... another Spitfire gone.—**Ray Mummery, Miami, FL**

Hardly BMC's "finest hour."—**Doug Metzker, Portland, OR**

Air Marshal Bozo's daily driver.—**Rob Rose, Chicago, IL**

007 got the Aston. Lesser agents make do with more pedestrian mounts.—**Doug Masto, Wall, NJ**

While the Triumph Spitfire is well known, the rarer car was actually made by the aircraft manufacturer and was known as the Spitfire Triumph.—**Tim Wright, Glendale, AZ**

The photo of his beloved Spitfire was the final and damning piece of evidence at Nigel's sanity trial.—**Norman Vogel, San Francisco, CA**

Never before have so many owed so much to so few.—**Sam Posey, Sharon, CT**

RAF auxiliary vehicle.—**Jim Holbrook, Ft. Myers, FL**



James Bond navigates through the recession.—**Andrew Barrow, Albuquerque, NM**  
Bondo. James Bondo.—**Page Stockwell, Portland, OR**

See what happens when you go to too many Goodwood Revivals?—**Don Klein, New Milford, CT**

Does your Spitfire overheat? Here at Spitfire Motors, we can fix your problem in seconds.—**David R. Libby, West Des Moines, IA**

After his set-to with Jerry over the Channel, Nigel miraculously brought his shot-up Spitfire home on a wing and a prayer... minus the wing.—**Peter Perros, Falls Church, VA**

Ian barely survived being ambushed by a pair of

Messerschmitt Bf 109-equipped Isettas on the way to the car show.—**Rod Diridon, Jr., Santa Clara, CA**

Sure, Bob's "Spitfire" is cute... just make sure the kiddies don't see his "Fokker."—**John Phillips, Windsor, PA**

A noble effort, Hodgkins. We know the Spitfire won the Battle of Britain, but the Mustang won the war.—**Daniel Brenzel, Menlo Park, CA**

Triumph, the insult British car.—**Pete van Hattem, SeaTac, WA**

*Recognizing that frugality is becoming of increasing importance as military budgets are downsized, Jim Graham wins a soon-to-be-collectible official SCM cap.*

## Comments With Your Renewal

How about some focus on the lower end of the market, like the TR6 and MG, etc.? Not all of us have the big bucks.—**Andrew Wilson, Herndon, VA.** While we try to balance our auction coverage with a mix of big- and small-ticket cars, it's no surprise that the eyes of the world tend to be on the big cars. But we'll be attentive to your request.—**KM**

Great magazine. It's the #1 discussion material at a friend's Friday night beer sessions at the import car shop.—**Kevin Woeller, Toledo, OH**

Leave airplanes to the airplane publications.—**Fred Puhn, National City, CA.** Fred, not to be disputatious, but we are not aware of any airplane publications that cover sales of vintage planes at auction, in any depth. Further, these airplanes were offered at a collector car auction, which we believe makes them fair game for our auction analysts. And frankly, their sales and history interest me personally, so I think you're stuck with one or two auction reports about vintage airplanes every year.—**KM**

If it's vintage, collectible, and of interest to gearheads, it probably rates at least a cursory review by your opinionated (and often correct) staff. I'm referring to things like airplanes and watches. Keep up the great work.—**Carl A. Foleen, Portland, OR**

My best SCM moment has been being named 3<sup>rd</sup> place for Alfa Romeo at Concorso Italiano 2009. What a thrill.—**Brian Saba, Saratoga, CA**

Great mag. I look forward to each issue.—**Robert H. Gatewood, Dallas, TX**

Fewer muscle cars, more affordable exotics. Otherwise, change nothing.—**Richard Lane, Scotts Valley, CA.** Well, there seem to be fewer muscle cars crossing the block these days, so your wish may be granted.—**KM**

My favorite car magazine! Please print this. Keep up the great coverage.—**David B. Stocker, Phoenix, AZ.**

Love the magazine. Love getting to the mailbox first even more.—**Julia Lynn, Reno, NV**

Note to Keith: Alex shouldn't have to work on her birthday. **Brooks Esser—Menlo Park, CA.** Well, you didn't see the present she got afterwards.—**KM**

More SCM seminars, and maybe post them as video online.—**Jeff Kim, Port Orange, FL.** Excellent suggestion, Jeff.—**KM**

Your Monterey coverage in the November issue was first class. I particularly loved the account of the Concours d'LeMons.—**Richard Lynch, San Pedro, CA**

More, more, more right pigs!—**Patricia & Rexford Parker, Huntington Beach, CA**

And thanks to all of you for your thoughtful comments and your renewals.—**Keith Martin**



## This Month's Mystery Photo

**Response Deadline: December 25, 2009**

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Be the author of the most accurate, creative, or provocative response and receive a Sports Car Market cap. Ties will be arbitrarily and capriciously decided.

Fax your response to 503.253.2234; email: [mysteryphoto@sportscarmarket.com](mailto:mysteryphoto@sportscarmarket.com); snail mail: Mystery, P.O. Box 4797, Portland, OR 97208-4797. Please include your name and contact information.

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**1932 Petersen 4.5 Bentley Blower rep**



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**1962 Mercedes-Benz 300SL Roadster**



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**1962 Mercedes-Benz 190SL roadster**



DB534 Fire Red with bamboo, 71k miles, fitted luggage, little use since superb restoration. Contact: Stu Carpenter, [www.copleymotorcars.com](http://www.copleymotorcars.com), tel. 781.444.4646, [copleycars@aol.com](mailto:copleycars@aol.com).

**1971 Mercedes-Benz 280SE 3.5 cabriolet**



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**1971 Mercedes-Benz 280SE 3.5 Cabriolet**



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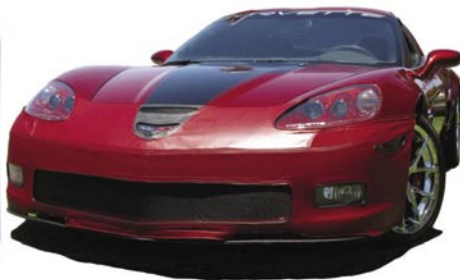
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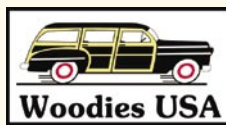
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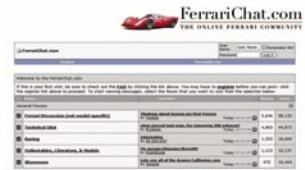
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# Socony Oil Shocker

Two guys had to have this scruffy rack and 30 oil cans and took the bidding to an astonishing \$22,000—at least ten times what I predicted

**Carl's Thought**

From “The Recession Must Be Over” department we turn to the recent Mecum auction of the Bob McDorman sign collection held in Ohio on September 11 and 12. Numerous large dealership signs were offered, with the more desirable selling in the \$30,000-plus range, which was not unexpected. What was unexpected was that several of the reproduction signs sold for more than the real things. Guess the car guys preferred bright and shiny fakey-dooos to originals.

What was even more unexpected was the sale of a Socony oil rack that was stocked with about 30 cans. The auction company rated the display as being in fair condition, which was generous at best. The rack would sell for about \$1,000 on a good day, and the cans should bring about \$50 apiece, so we are looking at \$2,500 if the stars align. But two guys had to have it and took the bidding to an astonishing \$22,000, not counting premium—at least ten times what I thought it was worth. But one of the two bidders went home happy—maybe the underbidder, once he got out into the fresh air!

Here are a few items that were a little more realistic:



**EBAY #260481064734—1905 MAINE LICENSE PLATE.** Number of Bids: 22. **SOLD AT: \$2,269.02.** Date Sold: 9/30/2009. This low-number porcelain plate was in excellent condition, with only a minor ding on the upper left corner. This was the first year Maine registered automobiles and issued plates, thus the interest.

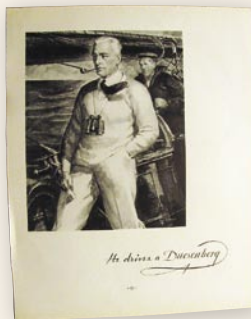


**EBAY #290346630220—MATTHEWS ACHIEVER TETHER CAR.** Number of Bids: 1. **SOLD AT: \$6,500.** Date Sold: 9/11/2009. Matthews tether cars were made in Fresno, California, in the late '30s. The Achiever could be assembled as either front- or rear-wheel drive, and this one was fitted with the correct Hornet 60 engine. The survival rate was very low, and today they are seldom offered. The price paid was not out of line, if tether cars are your thing.

**EBAY #170387504235—1952 PORSCHE 356 SALES BROCHURE.** Number of Bids: 32. **SOLD AT: \$346.** Date Sold: 10/03/2009. This 24-page brochure is rather rare, as only 4,000 were printed. It was loaded with pictures and technical information, albeit in German. Bet it would have sold for double if it had been the English version.



**EBAY #250514911218—“HE DRIVES A DUESENBERG” 1934 ADVERTISEMENT.** Number of Bids: Buy-It-Now. **PRICE PAID: \$39.99.** Date Sold: 10/15/2009. This was from a series of seven Duesenberg ads that appeared in Vanity Fair and Country Life. They were in black and white and featured privileged ladies and gentlemen in elegant settings with the title “He drives...” or “She drives a Duesenberg.” At one time they were fairly common, but now most are in collections so the price is increasing.



**EBAY 350261097705—1948 TUCKER FRANKLIN MINT MODEL.** Number of Bids: 1. **SOLD AT: \$9.99.** Date Sold: 10/11/2009. This model was first issued by Franklin Mint in 1992, and this one was missing its box and papers. These cost about \$125 when new, so don't count on your collection of diecast models to fund your retirement.



**EBAY #110438517842—VELTEX GASOLINE PUMP PLATE.** Number of Bids: 21. **SOLD AT: \$1,125.** Date Sold: 10/01/2009. Veltex was the brand name for the Boise, Idaho, headquartered Fletcher Oil Company. They operated in the Western U.S., and any of their signs and other items are sought after by the gas/oil folks. No recession here, as these usually sell in the \$800 range.

This example had some damage around the mounting holes and sold for all the money and then some.



**EBAY #250509419776—JNF PORSCHE PROTOTYPE TOY.** Number of Bids: 12. **SOLD AT: \$1,275.** Date Sold: 10/12/2009. This battery-operated Porsche 356 prototype toy was manufactured in the U.S. zone of West Germany in the early '50s. It was complete with a very graphic box and operating instructions. Another example sold for \$1,291 on toyzine.com, an online toy auction site, so the price was correct.

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