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

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1965 ALFA ROMEO GIULIA TZ
Coachwork by Zagato | Chassis AR75099



1965 FERRARI 275 GTB LONG NOSE ALLOY
Factory Six-Carb Example with Unique Custom Features
Ferrari Classiche Certified | Chassis 07993



IES II
Wheel, Hardtop Example



1959 FERRARI 250 GT SERIES I CABRIOLET
The Last of Only 40 Examples Built | Coachwork by Pinin Farina | Chassis 1475 GT

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1 **1965 FORD GT40 ROADSTER PROTOTYPE** *Chassis no. GT/108*
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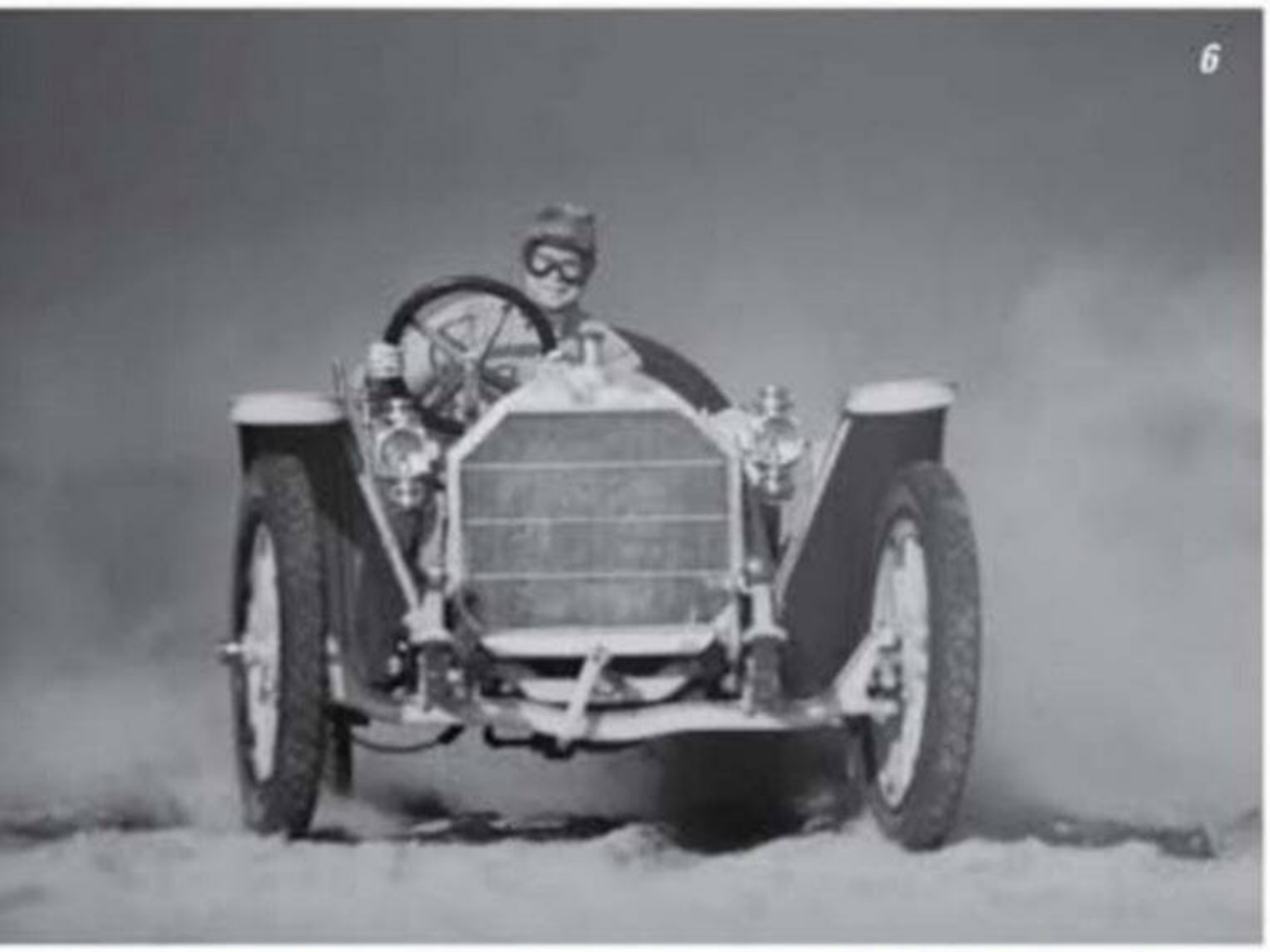
2 **1967 FERRARI 275 GTB/4** *Coachwork by Scaglietti; Chassis no. 10621*
Purchased by Steve McQueen in 1967; Subsequently owned by fellow actor Guy Williams; Fully restored and certified by Ferrari Classiche; Displayed at the Museo Ferrari

3 **1961 MASERATI 3500 GT COUPE SPECIALE** *Coachwork by Frua; Chassis no. AM101.1496*
Known history from new; Ex-John Bookout; One of only two similar cars bodied by Frua; Stunning in Azzuro Metalizato with Tan leather interior; Restored by marque specialists to concours standards

4 **1955 MERCEDES-BENZ 300 SL ALLOY GULLWING** *Chassis no. 198.043.5500828*
The 24th alloy-bodied 300 SL Gullwing; Brilliantly restored by HK Engineering; Finished in stunning Silver over blue leather with plaid inserts; Recent service by 300 SL specialist Rudi Koniczek

5 **1963 LOLA MK 6 GT** *Chassis no. LGT-2*
Campaigned by the Mecom Racing team and driven by legends Augie Pabst and Walt Hansgen; Restored and race-prepared by Hall & Hall

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6 **THE "AUSTIE" CLARK 1911 MERCER TYPE 35R RACEABOUT** *Chassis no. 35-R-154*
Offered by the family of Henry Austin Clark Jr.; Single-family ownership since 1949; A well-known participant in many early veteran and vintage meets

7 **1953 FERRARI 250 EUROPA** *Coachwork by Pinin Farina; Chassis no. 0305 EU*
The fourth Europa constructed; Concours-level restoration to original specifications, with original engine; Featured in Cavallino 198*;*
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8 **2006 FERRARI FXX EVOLUZIONE** *Chassis no. ZFFHX62X000146359*
One of only 38 examples produced; Single ownership from new; Extensive factory development; Maintained by Ferrari Corse Clienti

9 **1956 ARNOLT-BRISTOL DELUXE ROADSTER** *Chassis no. 404/X/3108*
Only 142 examples built; One of the last 20 made; Driven by Wacky Arnolt before it was sold to its first owner in 1959; Recent mechanical and cosmetic freshening

10 **1957 MERCEDES-BENZ 300 SL ROADSTER** *Chassis no. 198.042.7500666*
Finished in special order 'Hellgrun' paint; believed to be two owners from new; showing less than 17,400 original miles

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The ex-Isabella Quarantotti, Salita del Castellaccio
& Coppa Giovanni Braccini entry
1949 MASERATI A6 1500/3C BERLINETTA
Coachwork by Pinin Farina



The ex-Pat Boone
Matching numbers and factory Rudge wheels
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Without Reserve



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1959 FERRARI 250GT SERIES I COUPE
Coachwork by Pinin Farina



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Saturday July 12, Mercedes-Benz Museum, Stuttgart, Germany

Quail Lodge Auction
Friday August 15, Carmel, CA

Goodwood Revival Sale
Saturday September 13, Chichester, UK

Preserving the Automobile Auction at the Simeone Automotive Museum
Monday October 16, Philadelphia, PA



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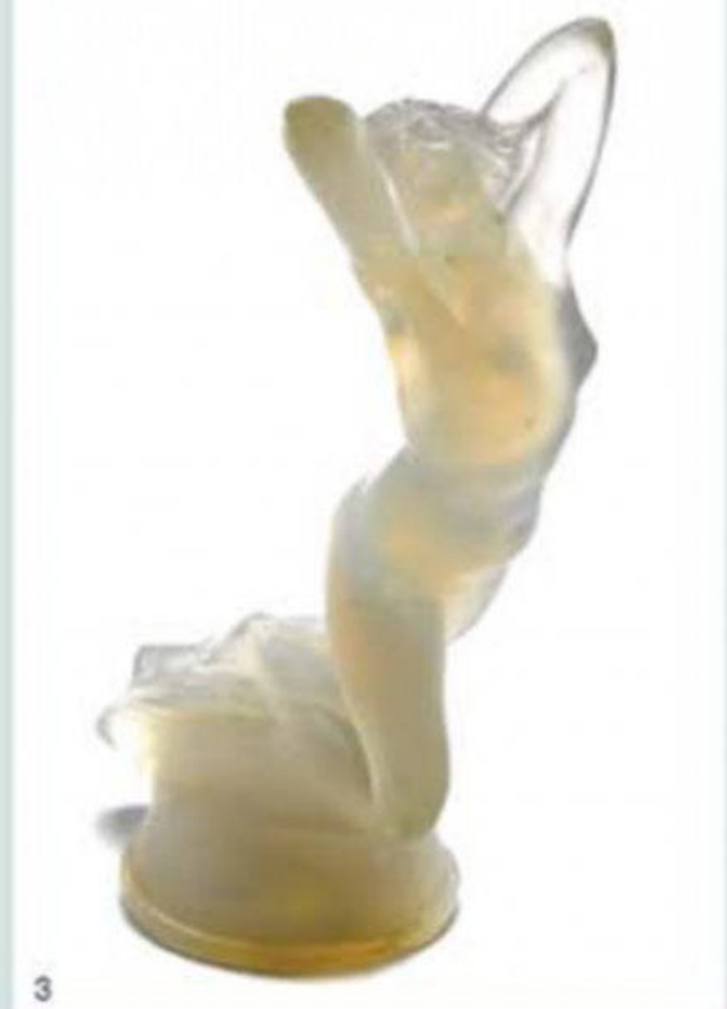
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1 **AN ELECTRIC BABY BUGATTI TYPE 52 REPLICA RACE CAR**
By Antique Automobiles, Ltd. circa 1969

2 **A BRONZE MERCEDES 'BLITZEN BENZ' RACING CAR**
After Vittorio Guttner

3 **RENÉ LALIQUE**
An opalescent "Vitesse" glass mascot
French, 1929

4 **A 1:8 SCALE MODEL OF THE 1954 FLETCHER AVIATION PORSCHE 550 SPYDER CARRERA PANAMERICANA 1954**

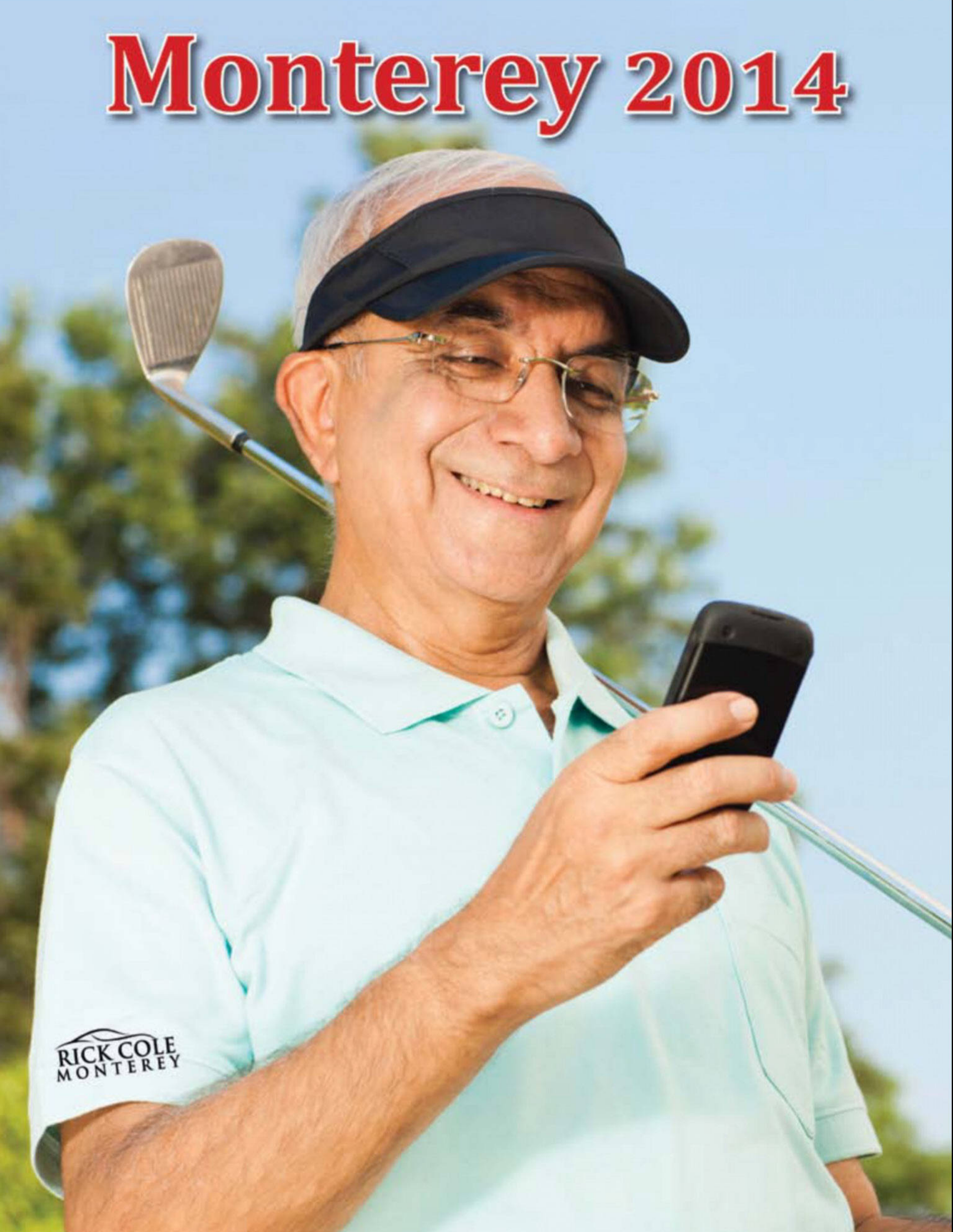
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1965 Ferrari 275 GTB



1965 Ferrari 275 GTS



1974 Ferrari 246 GTS — 8,700 Actual Miles



1981 Ferrari 512BB



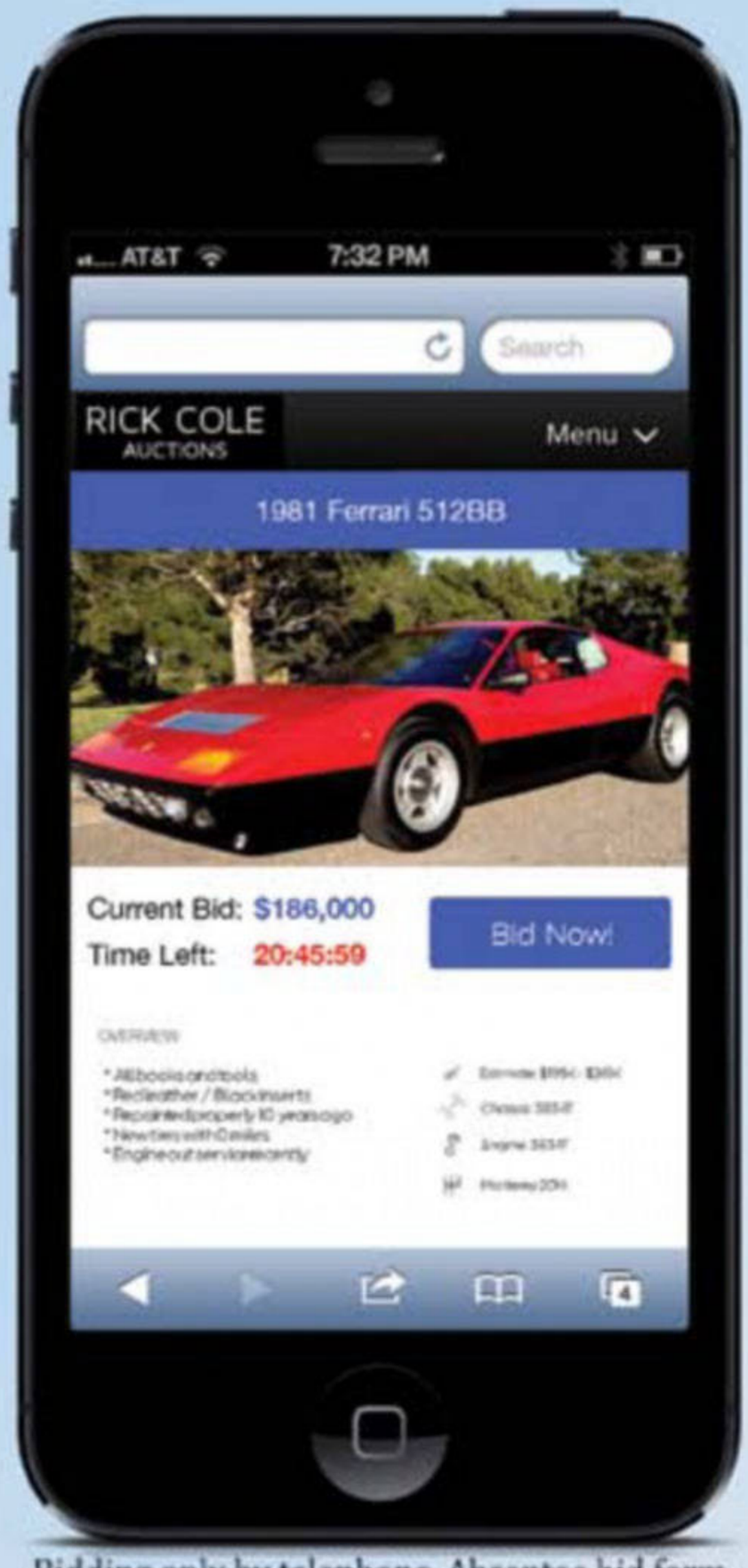
1965 Jaguar XKE - 100 Pt. JCNA



1973 Ferrari 365 GTB/4



1956 Mercedes-Benz 300 SL



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August 2014 . Volume 26 . Number 8

PROFILES
This Month's Market Movers Up Close

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2012 Ferrari 599 SA Aperta and 599 GTO
$955,564 / RM $493,194 / RM
Bidding war fizzles, yielding market-rate sales

ENGLISH *by Paul Hardiman* **62**



1970 Aston Martin DBS Sports Saloon
$898,226 / Bonhams
A hint of Bond shakes up the DBS market

ETCETERINI *by Donald Osborne* **64**



1993 Bugatti EB110 GT
$385,308 / RM
Fast times with an orphan from the 1990s

GERMAN *by Prescott Kelly* **68**



1983 Porsche 911 Type 930/935 Turbo
$315,445 / Bonhams
Special Wish Porsche — huge result

AMERICAN *by Carl Bomstead* **70**



1934 Chrysler Imperial CX Airflow
$213,400 / Auctions America
Once a flop, the Airflow finds some love

RACE *by Thor Thorson* **72**



1964 Alpine M64
$431,545 / RM
A very French racer built for Le Mans

AUCTIONS
What Sold, and Why
207 Vehicles Rated at Nine Sales

78 BONHAMS
Francorchamps, BEL: At a classic race track, 56 of 77 cars sell for $4.5m total — *Leo Van Hoorick*

90 AUCTIONS AMERICA
Auburn, IN: Auburn Spring grows 240% in one shot to $18.9m, with 629 of 760 cars sold
— *Kevin Coakley and Pat Coakley*

100 BONHAMS
Hendon, U.K.: Two Bentleys top this $3.3m sale, and 56 of 72 consignments sell successfully
— *Paul Hardiman*

112 WORLDWIDE AUCTIONEERS
Montgomery, TX: A '71 Hemi 'Cuda makes $490k, pushing totals to $6.6m, and 74 cars of 94 hammer sold — *Frank Schilling*

122 BONHAMS
Cape May, NJ: Cars, trains, planes and plaster horses from a museum that closed in 1964 make $507k — *Jed Rapoport*

136 ROUNDUP
Highlights from Leake in Dallas, TX; Mecum in Indianapolis, IN; Vicari in Nocona, TX; and Motostalgia in Houston, TX
— *Cody Tayloe, B. Mitchell Carlson, Ray McNamara*



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1994 Bugatti EB110 GT • 2008 Pagani Zonda Clubsport F Coupé
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Carl Bomstead

52 Greystone Concours d'Elegance

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Robert Cumberford

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George Harrison's Rickenbacker guitar or a Dietrich Packard?
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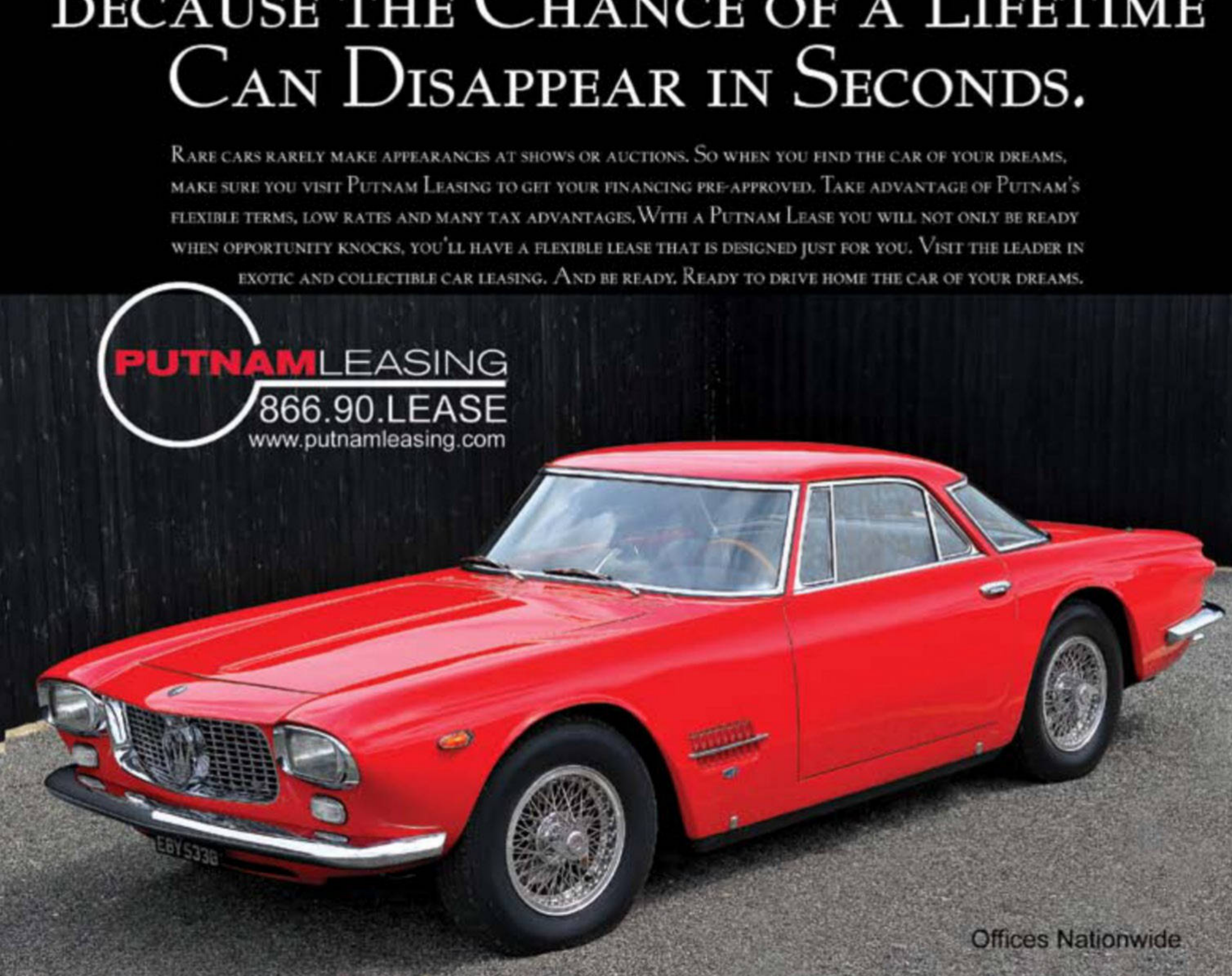
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The Perfect Pairing

What would be the ideal two-car collection across five price ranges?



A car that checks all the boxes

As the SCM fleet continues to grow, I am beginning to wonder just why we need so many old cars.

We currently have eight collector vehicles, ranging from a 1958 Giulietta Sprint Veloce to a 2000 Viper GTS ACR. That means eight insurance bills, eight parking stalls, eight sets of maintenance records, eight battery chargers and more.

The cars spend most of their time sitting, like a faithful dog looking out the window hoping his master will soon be home to take him for a romp.

In a way, it's no different than a wardrobe with 100 purses, or a wine cellar with 10,000 bottles. You only use one at a time, and the rest just sit.

Two perfect cars for five budgets

So I've started musing over simplification. For our "right-sized" collection, we'll set the size at two. We'll have a strict budget. At each price point, we hope to get two cars in very good condition — no projects, please. The chosen cars should each offer a different approach to motoring.

Each car should have a good support base, both in parts, Internet forums and available activities. A car that spends a lot of time sitting while parts or expertise is sourced isn't a car I will keep long. A car without an active user group provides little opportunity for the social activities that I think are a key to a successful collector car experience.

Here are my choices at five different budgets:

Let's start at the entry level of $20,000. I would spend $5,000 for a second-generation, 1998–2005 (NB) Miata in decent condition, and $15,000 for a tidy 1970–73 Datsun 240Z. I like the NB Miata because of its slightly upgraded engine, fixed headlights and the glass window in the top. High miles wouldn't scare me.

The 240Z has styling that will always be clean and striking, and an attractive dashboard and gauge package layout that defines what a '70s sports car should look like. The 6-cylinder engine is powerful, and the suspension works well.

Both of these cars are robust and easy to service, and provide a low-hassle introduction to the world of sports cars.

With $50k to spend...

Let's move up to a $50,000 budget. Here, my roadster choice would be a 1962–67 first-generation MGB, with overdrive. I'd allocate $20,000. For that price I would expect a very nice #2 car, properly serviced and on the button. I am ambivalent about wire wheels, and think stock steelies with dog-dish hub caps are fine.

The second car would be a 1967–69 Pontiac Firebird coupe, with a 326-ci (1967) or 350-ci (1968–69) V8 and a 4-speed. Firebirds are less expensive than the equivalent Camaro, offer much the same driving experience — and are more rare.

Both of these cars are simple to maintain, with plenty of spares available, active forums on the Internet and a variety of tours and cruise-ins to attend.

Now, for a buck fifty....

Let's jump up to $150,000 for the next pair. I've always liked first-gen, 1966–68 SWB 911s. I don't find value for the price premium the "S" model commands, nor do I think the 1964–65 cars are worth double what the 1966–68 cars are in terms of driving pleasure. I'd like to spend $60,000 and get a great coupe. 911s are not simple cars to get right, so it's worth getting one that is set up properly, by a marque expert.

A 1965 Corvette roadster would make a perfect car to sit next to the 911. I would want a 365-hp, solid-lifter 327 — with a 4-speed, of course — in a good color such as Tuxedo Black, Rally Red, Nassau Blue or Glen Green. It would have to have National NCRS certification and have covered some miles since its restoration. $90,000 should buy the car I'd like to have.

Up to $500k

Every list should have a 12-cylinder Ferrari on it. Even though prices continue to skyrocket, I'd like to think you could buy a nice #2 1960–63 Ferrari 250 GTE for $300,000. Not FCA Platinum, but an older restoration with good paperwork. I've owned a 330 America, which has identical coachwork, and I don't think any Ferrari 2+2 made after these even comes close to the visual appeal of the 250 GTE.

Let's put an E-type next to the Ferrari. My choice for $200,000 would be a 1962–64 Jaguar Series 1 3.8 convertible. I wouldn't pay the premium for the earlier, flat-floor, welded-louver, outside-bonnet-latch cars, as they just don't perform any differently. Don't fret about the non-synchro first-gear of the Moss gearbox; Norman Dewis figured out how to make the tranny work, and you can too.

The 3.8 engine is a mechanical dream, making fantastic sounds while the high-speed rear end lets the Jag cruise effortlessly at 100 mph.

The ultimate

Here's the final category, where cost is no object. While filming episodes of "What's My Car Worth" for Velocity at RM Amelia Island, I had a chance to drive a variety of cars, ranging in value from $25,000 to $2m.

I came away with a clear sense of what my two favorite cars were, and what I would choose if I had an unlimited-budget, two-car collection. In this case, they were both open cars.

My choices are a 1961–62 disc-braked Mercedes 300SL Roadster, and a 1963–65 Shelby Cobra, with a 289 and rack-and-pinion steering. I drove both these cars nearly back-to-back at Amelia, and I recall thinking then that, as a pair, they offered a consummate driving experience.

Worldwide, your cars would be recognized and appreciated. There is a comprehensive support network for both cars, and neither is regarded as fussy or problematic when set up right.

They each have copious performance capability, and are able to achieve triple-digit speeds with ease. They brake and handle well enough, although the SL certainly gets the nod here. And they won't beat you to death on a 1,000-mile rally.

Before you ask, I'd pick the 300SL Roadster over the more iconic Gullwing, as it is simply a much more advanced, pleasant-to-drive automobile.

I'd pay $2m for a great 300SL, and $1m for a 289 Cobra, and think that for my $3m investment, I'd be the luckiest guy in the world. ♦

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Current Inventory

- 1958 Alfa Romeo Giulietta Sprint
  Records and documents from new. Road rally and race prepared.
- 1961 Alfa Romeo Giulietta Sprint Speciale
  2 owners from new. 49,000 original miles.
- 2013 Bugatti Grand Sport 16.4 Vitesse
  No. 1 USA Vitesse. Delivery miles.
- 1971 Ferrari 365 GTB/4 "Daytona"
  Matching numbers, nice older restoration.
- 1974 Ferrari 246 GTS "Dino"
  Fully restored. Matching numbers.
- 2006 Ford GT
  Only 44 miles from new and fully optioned. Red/black.
- 2005 Maserati MC12
  1,000 miles from new. One of 50 built and very few in the US.
- 1960 Mercedes-Benz 300SL Roadster
  Fully restored, matching numbers example.
- 1969 Mercedes-Benz 280SE 3.5 Coupe
  Matching numbers, Nice older restoration.
- 1973 Porsche 911RS 2.7 Carrera
  Fully restored, Matching numbers example.



2013 Bugatti Veyron Grand Sport 16.4 Vitesse

The four-wheel drive Grand Sport Vitesse is the fastest production roadster ever built. With just delivery miles this is a very unique opportunity to own the first car built for the USA.

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Star Car: *One-owner 2006 Shelby GT-H prototype at Barrett-Jackson Reno, NV*

Hot August Nights Auction Presented by Barrett-Jackson

Where: Reno, NV
When: July 31–August 2
Last year: 343/345 cars sold / $14.2m
Featured cars:

- **Star Car:** 2006 Shelby GT-H prototype. One of 250 with only one owner: Shelby American
- 2008 Shelby GT/Barrett-Jackson Edition prototype. Serial #1 prototype used to showcase the 2008 Shelby GT/Barrett-Jackson Edition cars
- 1933 Ford custom roadster

More: www.barrett-jackson.com

Auctions America California

Where: Burbank, CA
When: August 1–2
Last year: 326/403 cars sold / $17.3m
Featured cars:

- 1929 Cadillac 341B roadster
- 1956 Chrysler Plainsman concept car
- 2005 Ford GT

More: www.auctionsamerica.com

Silver — Little Creek 2014

Where: Shelton, WA
When: July 8–9
Last year: 33/66 cars sold / $385k

Coys — "42 Oldtimer Grand Prix"

Where: Nürburgring, DEU
When: August 9
More: www.coys.co.uk

Mecum — The Daytime Auction

Where: Monterey, CA
When: August 14–16
Last year: 371/677 cars sold / $31.4m
Featured cars:

- **Star Car:** 1954 Ferrari 375 MM Spider by Pininfarina, chassis 0362AM. Known history from new. Painstakingly correct restoration completed November 2012. Best of Show at the 2013 Carmel Concours on the Avenue
- 1972 McLaren M20 Can-Am. Driven by Peter Revson for Team McLaren
- 1976 Porsche 934/935 IMSA/GT. Factory-built 934, later converted to 934.5, then 935 specifications. Veteran of more than 40 GT races in Europe, the U.S. and Latin America. Raced at Le Mans in 1976 and 1977. Restored to 1981 24 hours of Daytona appearance

More: www.mecum.com

Bonhams— Exceptional Motorcars and Automobiles at Quail Lodge

Where: Carmel, CA
When: August 15
Last year: 77/89 cars sold / $31m
Featured cars:



- **Star Car:** 1949 Maserati A6 1500/3C Berlinetta. Ex-Isabella Quarantotti (Bonhams estimate: $550k–$650k)
- 1969 Maserati Ghibli 4.7-liter Spider ($700k–$900k)
- 1913 Rolls-Royce 40/50-hp Silver Ghost Roi-de-Belges Tourer. Known as "The Hordern Ghost" ($750k–$900k)

More: www.bonhams.com

Rick Cole Auctions — Monterey 2014

Where: Monterey, CA
When: August 14–17
Featured cars:

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: chad.tyson@sportscarmarket.com.

JULY

5—TOM MACK
Fletcher, NC

5—ARTCURIAL
Le Mans, FRA

5–6—SILVER
Jackson Hole, WY

11–12—VICARI
New Orleans, LA

11–12—SMITH'S
Cape Girardeau, MO

11–12—AUCTIONS AMERICA
Portola Valley, CA

12—BONHAMS
Stuttgart, DEU

12—COYS
Oxfordshire, U.K.

12—SILVER
Spokane, WA

12—PETERSEN
Roseburg, OR

16—BRIGHTWELLS
Herefordshire, U.K.

19—VANDERBRINK
Sabin, MN

19—SILVER
Missoula, MT

21—SHANNONS
Melbourne, AUS

23—H&H
Buxton, U.K.

24–26—GAA
Greensboro, NC

24–26—MECUM
Harrisburg, PA

26—SILVERSTONE
Northamptonshire, U.K.

26—RM
Plymouth, MI

27—MECUM
Harrisburg, PA

31–AUG 2—BARRETT-JACKSON
Reno, NV

31–2—AUCTIONS AMERICA
Burbank, CA

AUGUST

8–9—SILVER
Shelton, WA

9—COYS
Nürburgring, DEU

14–16—MECUM
Monterey, CA

15—BONHAMS
Carmel, CA

15–16—RM
Monterey, CA

16—VANDERBRINK
Cleveland, OK

16–17—GOODING & CO.
Pebble Beach, CA

22–23—ELECTRIC GARAGE
Calgary, AB, CAN

25—SHANNONS
Sydney, AUS

27–31—AUCTIONS AMERICA
Auburn, IN

30—WORLDWIDE
Auburn, IN

30–31—SILVER
Sun Valley, ID

SEPTEMBER

2—BARONS
Surrey, U.K.

3–6—MECUM
Dallas, TX

4—SILVERSTONE
London, U.K.

6—BONHAMS
Beaulieu, U.K.

6—VANDERBRINK
Grant, NE

8—RM
London, U.K.

13—BONHAMS
Chichester, U.K.

19–20—ELECTRIC GARAGE
Red Deer, AB, CAN

19–20—SILVER
Portland, OR

20—VANDERBRINK
Vining, MN

20—PETERSEN
Salem, OR

24—BRIGHTWELLS
Herefordshire, U.K.

25–27—BARRETT-JACKSON
Las Vegas, NV

25–27—RUSSO AND STEELE
Las Vegas, NV

26–27—DAN KRUSE CLASSICS
Austin, TX

29—SHANNONS
Melbourne, AUS











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A wonderfully elegant coachbuilt Imperial; Four owners from new; Multiple award-winning restoration; One of only three surviving examples

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3 **1959 CADILLAC SERIES 62 CONVERTIBLE** *Engine no. 59F120177*
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5 **1935 AUBURN EIGHT CUSTOM COUPE** *Chassis no. 1407M*
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www.rmauctions.com

Dealer License #D0003783



Star Car: *Never-raced 1965 Ferrari 275 GTB Competizione Clienti at Rick Cole Monterey, CA. Purchased new from Enzo Ferrari*

- **Star Car:** 1965 Ferrari 275 GTB Competizione Clienti. Alloy body, outside filler, two sets of wheels. An exceptionally original example, purchased new by Alfred Ducato directly from Enzo Ferrari. Less than 9,500 actual miles. Never raced. (Contact Rick Cole Auctions for estimate)
- 1962 Ferrari 250 SWB. Steel body, left-hand drive. Sold new through Chinetti USA. Long American ownership history. Same owner past 16 years. (Contact Rick Cole Auctions for estimate)
- 1973 Ferrari 365 GTB/4 Daytona coupe. All books and tools. Fully documented history. 5,660 actual miles

More: www.rickcole.com

Last year: 105/120 cars sold / $125m
Featured cars:

- **Star Car:** 1967 Ferrari 250 LM. The 19th of 32 built, displayed at the Pebble Beach Concours d'Elegance in 1969, fully restored and certified by Ferrari Classiche. (RM expects more than $10m)
- 1931 Bentley 8 Litre Sports coupe cabriolet. A one-off, bespoke design by Barker, and the only original two-passenger roadster built on an 8 Litre chassis. Ordered new by Sir P. Malcolm Stewart, a Bentley enthusiast and owner of the London Brick Company ($3.75m–$4.75m)
- 1965 Ford GT40 roadster prototype. The eighth of 12 GT40 prototypes built, used by Shelby American for testing and development, with many important drivers. (RM predicts price will surpass $8m)

More: www.rmauctions.com



Star Car: *1954 Ferrari 375 MM Spider by Pininfarina at Mecum Monterey, CA. Known history from new. Restoration completed in November 2012*

Russo and Steele — Monterey on the Waterfront

Where: Monterey, CA
When: August 14–16
Last year: 89/125 cars sold / $7.1m
Featured cars:

- **Star Car:** 1956 Mercedes-Benz 300SL Gullwing
- 1956 Mercedes-Benz 300SL Roadster
- A pair of Mazda rotary-powered Lola T616 race cars
- 1968 Eagle Indy racer. Dan Gurney's Eagle, restored to original spec and eligible for vintage events

More: www.russoandsteele.com

RM Auctions — Monterey

Where: Monterey, CA
When: August 15–16



Star Car: *1956 Mercedes-Benz 300SL Gullwing at Russo and Steele Monterey, CA*

VanDerBrink — The Carl Davis Collection

Where: Cleveland, OK
When: August 16
More: www.vanderbrinkauctions.com

Gooding & Company — The Pebble Beach Auction

Where: Pebble Beach, CA
When: August 16–17
Last year: 118/128 cars sold / $113m
Featured cars:

- **Star Car:** 1955 Aston Martin DB3S. One of only 20 examples built for customer use, and served as the 1955 Earls Court Motor Show car. Following a racing career that included podium finishes at Snetterton and Silverstone, this DB3S was the centerpiece of the famed Forshaw Collection for approximately 40 years. (Gooding estimate: $5m–$7m)
- 1958 BMW 507 Series II. Desirable late-production 507 with front disc brakes,



EARLY HIGHLIGHT
1931 CADILLAC V-16 SPORT PHAETON
Chassis no. 702877; Coachwork by Fleetwood; An original Sport Phaeton; Offered by a noted private collection

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www.rmauctions.com

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Star Car: *1967 Ferrari 250 LM at RM Monterey. The 19th of 32 built. Displayed at the Pebble Beach Concours d'Elegance in 1969, and fully restored and certified by Ferrari Classiche*

5-speed gearbox, hard top and Rudge wheels. Very original and correct ($2.3m–$2.6m)
- Ferrari 275 GTB Long-Nose Alloy ($3.75m–$4.25m)

More: www.goodingco.com

EG Auctions — Calgary Hot August Nights Collector Car Auction

Where: Calgary, AB, CAN
When: August 22–23
More: www.theelectricgarage.com

Shannons Sydney Winter Classic Auction

Where: Sydney, AUS
When: August 25
More: www.shannons.com.au

Auctions America — Auburn Fall

Where: Auburn, IN
When: August 28–31
Last year: 774/1,134 cars sold / $27.5m
Featured cars:

- 1937 Cord 812 Sportsman
- **Star Car:** 1935 Auburn 851 Supercharged Speedster
- **Star Car:** 1936 Duesenberg Model SJ dual-cowl phaeton by LaGrande. Fitted with a factory SJ engine. One of only 36 SJ Duesenbergs ever built, and presented complete with its original chassis, body and bellhousing

More: www.auctionsamerica.com

Worldwide Auctioneers — The Auburn Auction

Where: Auburn, IN
When: August 30
Last year: 67/81 cars sold / $4.1m
Featured cars:



- **Star Car:** 1955 Hudson Italia coupe. Coachwork by Carrozzeria Touring. One of 26 examples produced
- 1931 Cord L-29 convertible sedan

More: www.worldwide-auctioneers.com

Silver — Sun Valley Auction 2014

Where: Sun Valley, ID
When: August 30–31
Last year: 66/124 cars sold / $1.1m
More: www.silverauctions.com ♦



Star Car: *1955 Aston Martin DB3S at Gooding & Company Pebble Beach, CA. The 1955 Earls Court Motor Show car, and the centerpiece of the Forshaw Collection for approximately 40 years*

WORLDWIDE AUCTIONEERS

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1955 Hudson Italia Coupe

Coachwork by Carrozzeria Touring, One of Only 26 Examples Ever Produced, The Finest Example Known

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1970 BOSS 429 4SPD DRAG PACK COMPETITION SUSP. DOCUMENTED MARTI #K 2210



1970 BOSS 302 4SPD DOCUMENTED MARTI, RARE CALYPSO CORAL 1 OF 202



1969 MACH I 428 CJ RAM AIR 4SPD DOCUMENTED MARTI



DRAG CAR



DRAG CAR TWIN TURBO



1963 GALAXIE 500XL 427CID 4SPD DOCUMENTED VIN



1970 MACH I 428 SCJ RAM AIR 4SPD DRAG PACK DOCUMENTED MARTI



KIRKHAM COBRA ALUMINUM BODY WITH CAMMER ALUMINUM SOHC 427 CID 800HP ZERO MILES



2007 SHELBY GT 500







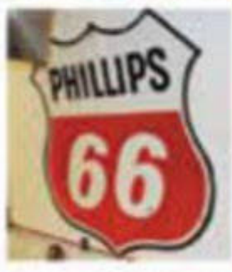










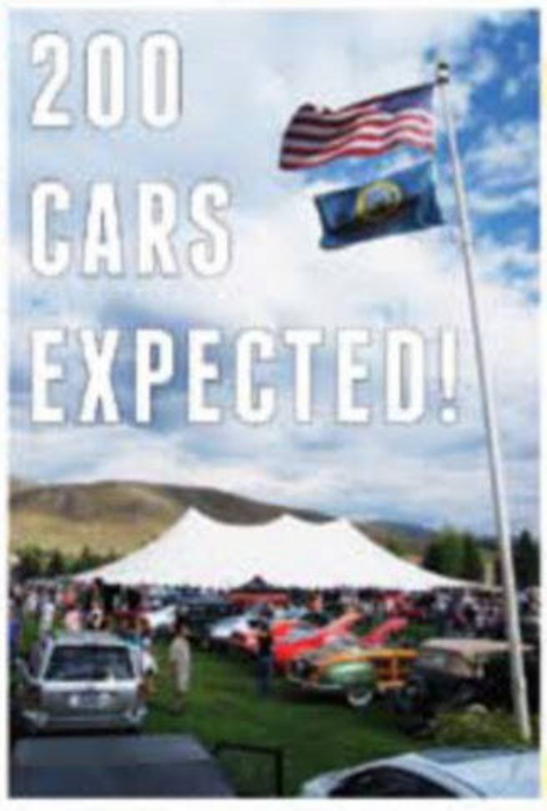


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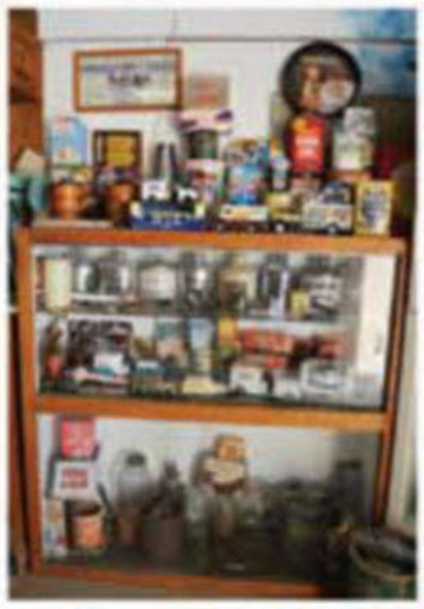
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SILVER AUCTIONS SCHEDULED EVENTS: COLLECTOR CARS AND MEMORABILIA

JULY	AUGUST	SEPTEMBER - NOVEMBER
7/5 - 7/6 JACKSON HOLE, WY	8/8 - 8/9 SHELTON, WA LITTLE CRK RESORT AUCTION	9/6 LOVELAND, CO NO RESERVE AUCTION
7/12 SPOKANE, WA AUCTION	8/23 MONTANA MUSCLE NO RESERVE AUCTION	9/19 - 9/20 PORTLAND, OR AUCTION
7/19 MISSOULA, MT AUCTION	8/30 - 8/31 SUN VALLEY, ID AUCTION	11/28 - 11/29 FORT MCDOWELL, AZ AUCTION

Silver AUCTIONS



B. Mitchell Carlson

Legends of the Autobahn — with free admission, it's the bargain of Monterey Classic Car Week

Events

■ **Hot August Nights** will rock, roll and rumble through Reno from July 29 to August 3. More than 5,000 muscle cars, hot rods and street rods — and their owners —will attend drag races, Show-n-Shines, cruises, a sock hop and a Barrett-Jackson auction. No one can see or do everything, but it's fun to try. Registering your 1976-or-older car or truck is your entry to most of the festivities, including parade participation. www.hotaugustnights.net (NV)

■ The **5th Annual Columbia River Concours d'Elegance** celebrates the 100th anniversaries of Dodge and Maserati at Fort Vancouver's Officers Row on August 3. Expect more than 100 classic cars of many marques on the grass. Admission to the concours is $12 for advance purchases; $15 at the gate. Children younger than 12 are admitted for free. On August 2, concours participants will drive their cars along scenic roads in Clark County, WA, during the Columbia River Concours Tour. www.columbiariverconcours.com (WA)

■ **Monterey Classic Car Week** is set for August 11 to 17. With multiple concours, car shows, art exhibits and classic car auctions, this week is the most spectacular — and most important — part of the collector car year. Your wallet will be lighter — and your garage may have one or more new additions — when this extravaganza is over. That shouldn't stop you from planning your next annual August trek to the Monterey Peninsula. Prepare for the week with our special 10th Annual Insider's Guide to Monterey, which is packaged with this issue. The 100-plus-page guide gives you insider information for every event on the Peninsula. Watch for SCM booths at all the major events, and take advantage of our subscription show special. (CA)

■ "Free" is rare during Monterey Car Week, which makes **Legends of the Autobahn** a great pit stop on August 15. This relaxed-yet-classy concours features three German marques — BMW, Audi, and Mercedes-Benz — and also has a new Open Class, which allows other German marques to participate. Expect hundreds of great cars and friendly owners at the Nicklaus Club-Monterey golf course. Publisher Martin is emcee of this year's event, so stop by to say hello. www.legendsoftheautobahn.org (CA)

■ **Concorso Italiano**, a must-attend event during Monterey Car Week, migrates to a new day and new digs this year. Concorso will celebrate 50 years of the Ferrari 275, 60 years of the Alfa Romeo Giulietta, and 100 years of Maserati on Saturday, August 16, at Black Horse Golf Club in Seaside. More than 1,000 automobiles from Italy will decorate the fairways. SCM Publisher Keith Martin returns for his 16th year as emcee. SCM's free hospitality area for subscribers will feature wine, snacks and lively automotive discussions. www.concorso.com (CA)

■ Miles Collier, renowned car collector, scholar and SCM contributor, leads off our 13th **SCM Monterey Insider's Seminar** with "Preserve or Restore? The Three Tipping Points to Making the Decision." The seminar is from 9 a.m. to 11 a.m. on August 16 at the Gooding & Company Auction Pavilion at Pebble Beach. The morning also includes SCM panelists Carl Bomstead, Donald Osborne, Stephen Serio, Simon Kidston and Miles Collier for "A Value-Driven Road Map of the Market — Which Turns to Take and Which to Avoid." Publisher Martin will moderate the lively discussion. Admission is free for SCM Platinum members and Gooding & Company registered bidders. Admission is $25 for SCM subscribers and $50 for non-subscribers. Register at www.sportscarmarket.com/monterey2014 (CA) ♦



David Tomaro

Miles Collier leads a consignment tour after last year's SCM Insider's Seminar



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1930 Stutz Speedster

Sports Car Market

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SCM | Contributors



CODY TAYLOE, SCM Auction Analyst, joined the team in 2013, and his clean, timely copy quickly endeared him to the editorial staff. As a member of Generation X, Tayloe represents the fast-growing segment of car collectors whose interests in vehicles doesn't stop at 1972. He has a passion for Porsches, and his daily driver is a 1983 911SC coupe. Tayloe worked as disc jockey and as a television writer and producer before landing in the building products industry, where he has spent the past decade. He is also a licensed car dealer, buying, selling and representing cars at auction regularly. Tayloe is a native of East Texas, where he resides today along with his wife and son. Check out his coverage of Leake and Motostalgia's Texas auctions in the Global Roundup on p. 136.



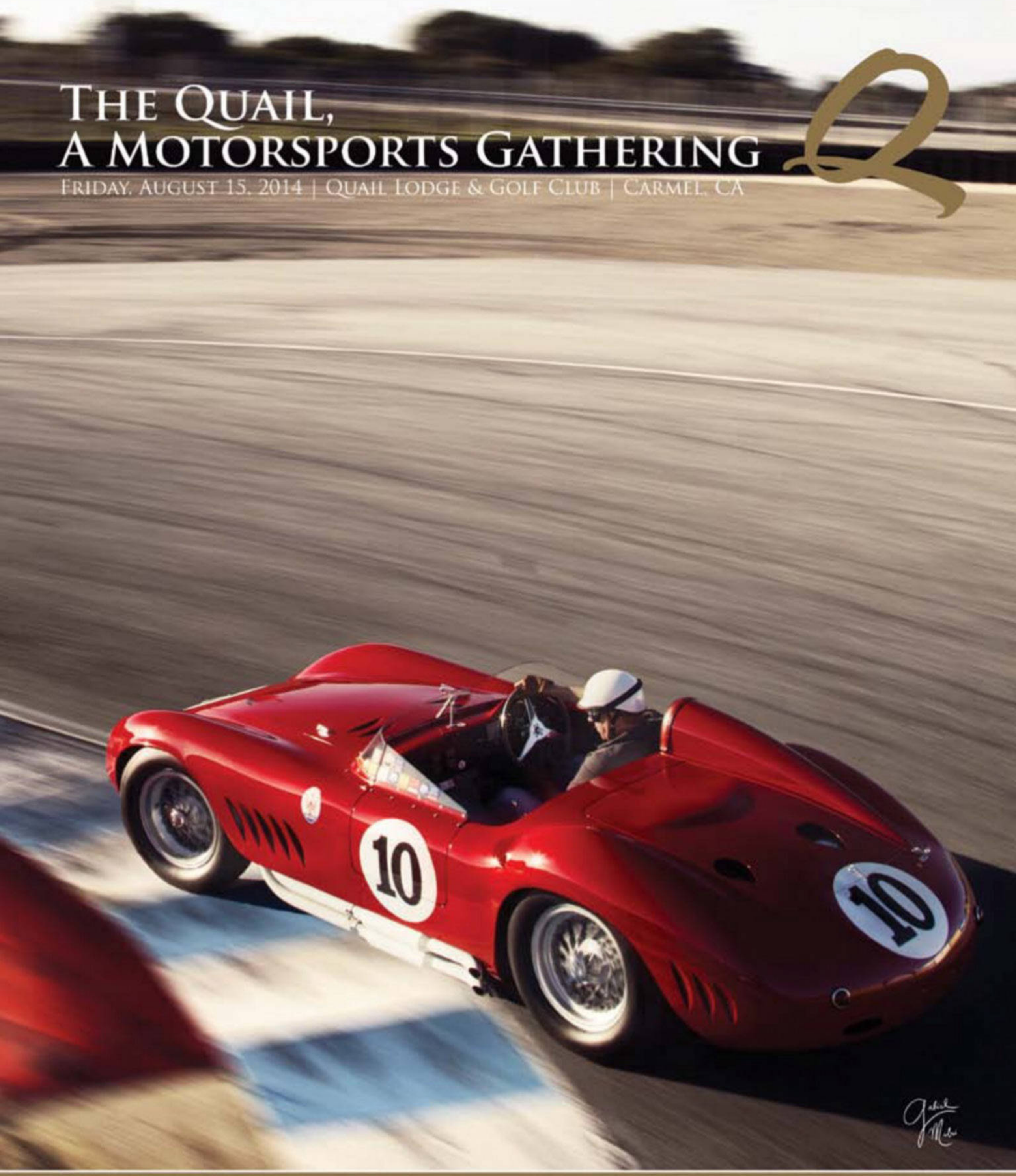
SIMON KIDSTON, SCM Editor at Large, is from a British motor racing family. He started his career at Coys, leaving to co-found Bonhams Europe in Geneva. Over the next decade, he staged high-profile auctions around the world, branching out on his own in 2006 to found Kidston SA, a consultancy responsible for some of the larger deals you rarely hear about. He also judges at Pebble Beach and is "the voice" of the Villa d'Este Concours and the Mille Miglia. His column, "Simon Says," is one of SCM's most popular features. Turn to p. 48 to read about his adventures on the Mille Miglia and another smaller, less-known event.



STEVE AHLGRIM, SCM Contributing Editor, taught high school auto shop before moving to Atlanta, GA, where his love of sports cars led him to FAF Motorcars, the former Ferrari dealer where he served as General Manager and Vice President. His first car was a 1964 Chevrolet Nova SS convertible, quickly followed by a 1967 Mustang fastback, a Porsche 914 and a Lotus Europa. He has been involved in concours judging for over 25 years and is a member of the IAC/PFA, an international committee overseeing high-level Ferrari concours judging. He is General Manager of Motorcar Gallery, a Fort Lauderdale, FL, dealership specializing in vintage exotic and collectible automobiles. Turn to p. 58, where he takes a look at two 2012 Ferrari 599s that sold for very different prices.

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Bubbling away

To the Editor:

Bubble? Interesting comments by your panel (June 2014, p. 46), but not one of them mentioned the big elephant in the closet. I wonder what planet they populate?

Probably it will not be like a bubble bursting, but more like a slow puncture. Consider the following:

• People collect for passion but also to be perceived as "cool" by their contemporaries.

• Global warming, traffic saturation, and younger generations no longer see the automobile as "cool" like we did. A growing portion even views cars with disdain and much prefer their iPad to a 250F. With the changing economy, fewer have the means for the hobby in any case.

• Tulips, stamps, butterflies, coins, Swatches — all were once highly collectible and cool but have now faded. Even Formula One is trying to save itself by going ecological.

The day is coming (arrived in some communities) when driving an in-your-face Daytona, Cobra or smoking Rolls-Royce will be perceived in the same vein as wearing a leopard-skin coat and alligator shoes — out of touch! Interest and demand for old cars will fade away. I like cars and even race historic cars, but I stopped going for joy rides. ***— John Logan, Gingins, Switzerland***



"The day is coming (arrived in some communities) when driving an in-your-face Daytona, Cobra or smoking Rolls-Royce will be perceived in the same vein as wearing a leopard-skin coat and alligator shoes"

Double bubble

To the Editor:

The June 2014 SCM "Collecting Thoughts": "Are we in a Market Bubble?" (p. 46) was particularly timely. Six of the seven industry insiders have various rationalizations for believing that the market upswing will continue — or that prices will at least not skid downwards. Common themes among the market bulls are that many of the cars are being purchased by end users, not speculators, and that there is less leverage being used to fuel the market.

Simon Kidston stood out as the lone contrarian. I really enjoyed Steve Serio's comment, "We are either seeing the beginning of the beginning of these new values or the beginning to the end of the recent rise." If there is a Donald Rumsfeld "Unknown Unknowables Market Prognosticator Award," we have a winner!

Miles Collier mentioned the recent phenomena of investment funds being formed to get in on the action — some advertised in the pages of SCM. This has occurred repeatedly in past investment crazes, helpfully letting "the little guy" cash in on such sure things as tulip bulbs, the South Seas Trading Company, and the dot-com opportunity, to name a few.

The current market brings to my mind the March 2011 SCM feature by Michael Sheehan "A Princely Collection of Rotting Cars."(p. 38).

Sheehan described a collection of an estimated 2,500 high-end collector cars "rotting away" in the blazing heat of Brunei. It seems history is repeating itself.

Most active dealers are aware virtually all marques and models of vintage, one-off and coachbuilt cars being massively accumulated by a few, specific Middle Eastern, interests. Price is not a concern. If you are wondering where all the DB Astons are going, look East, my friends, look East. Curious that none of your commentators referenced this very real vector of virtually unlimited funding buying up anything and everything in sight, because it is without question an important market influence at this time.

I wonder how the market will react if and when they ever decide to become sellers instead of buyers. Maybe all those unleveraged "end users" will step up to support the prices — right?

The most actionable, cogent market commentary is found on p. 68 of the same June issue, in the 1972 Ferrari Daytona profile by Steve Ahlgrim: "The prevailing logic is that you can't pay too much; you can only buy too early. That's a dangerous course that devastated a lot of speculators in the late 1980s. I'm constantly hearing the market is sound and the 1980s won't happen again. Fair warning: When you hear me buy into that idea, sell everything you have because the cards are falling."

Amen to that. ***— Josh Mazer, Annapolis, MD***

Matching-numbers mayhem

To the Editor:

I believe the "Chevrolet records" should have a new name: "The Plaintiff Attorney Full-Employment Act." There are a lot of Corvette owners out there who are going to be upset when they find out the true history of their vehicles (July 2014, "Legal Files," p. 40).

Besides appraisers, it would be wise for the large auction houses to ask Corvette consignors to include the GM Heritage records available for each vehicle. It may not be necessary for every sale, but, as we see with Pontiac owners, Pontiac Historic Services documents remove a lot of doubt for potential buyers.

As vehicle prices approach — and surpass — home prices, appraisers should take a close look at the legal responsibilities of pre-sale home inspectors. If a home inspector fails to note an obvious or even not-so-obvious flaw or trouble spot during his or her inspection, the buyer and his or her attorney may soon be on the phone calling.

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excellent article. — ***John Motroni, San Francisco, CA***

Matching-numbers mayhem II

To the Editor:

I am a retired attorney here in New Hampshire and a faithful follower of the "Legal Files" column in Sports Car Market. It is invariably the first column I read.

Your Legal Files column in the July 2014 edition provoked this response for two reasons:

First, I have been searching for a 1963 Split-Window Corvette for almost a year without success. I have looked at many cars, but upon close inspection, most of the cars I've looked at do not live up to their sales descriptions. Many cars advertised as matching-numbers are, in fact, not even close. I read in your column that many appraisers felt most Corvettes did not have matching numbers. I can tell you that after a long search my experience supports that statement.

Second, in my "retirement" I have started a provenance research company, www.vintage-carresearch.com. I research the provenance of rare vintage cars. [Editor's note: John Draneas examines this service in this issue's Legal Files on p. 46.]

Many customers come to me thinking a provenance report alone will authenticate their cars. I explain that the report is only one-third of the authentication process. An inspection of the car by a recognized expert or connoisseur is required, as well as scientific testing where necessary. It is becoming harder and harder to find experts willing to authenticate a car. Many are fearful of lawsuits.

When dealing with provenance and authentication issues, I often look to the art world for guidance and parallels. I note with some interest that The New York Senate Standing Committee on Cultural Affairs, Tourism, Parks and Recreation has unanimously endorsed Senate Bill No. S06794. This moves the bill forward for consideration by the full Senate. The bill is an effort to enact significant legal protections for authenticators and art historians rendering opinions about authenticity.

Now that the cars we love are being displayed in art museums all over the world, perhaps it is time to extend similar protection to automotive provenance researchers and automotive historians. — ***Jeff Murray, via email***

Vocational class Austin-Healey

To the Editor:

I have subscribed to your publications and watched Keith Martin's TV program for years, and I am quite disappointed in your comments concerning my car (June 2014, "Roundup," p. 144). This is important for you and for me, so please take a few minutes to read my comments.

I found a '65 Austin-Healey 3000 that is a bit of a time capsule, and you mocked it. To the best that I and others can determine, this car has just over 14,000 original miles. I know that anytime one claims something like this, they set themselves up for ridicule, but here is what I found:

The original owner put most of the miles on the car and then donated it to a vocational program in the mid-1970s. The students never touched the mechanicals. The car was originally black (I have the British Heritage Certificate), and they took the car down to bare metal, took off the wings and primed the car. The program was then closed and the car sat until the mid-1990s. A man who owned a body shop bought the car, painted it the current color and put it back together with a new leather interior.

The car was bought and sold a few times (I have a list of the five owners), however, not driven much. The reason that it was not driven much, I believe, is that someone put the wrong kind of oil in the transmission and ruined the gears.

After I bought the car (about two years ago) I did the following:

- Found used gears and had the transmission rebuilt.
- Had the engine worked on so that one can use unleaded gas (nothing else needed)
- Installed an electronic ignition, Hayden electric fan and modern starter.
- Installed an adapter for a screw-on oil filter.
- Made many other small improvements, changed fluids, checked all seals, etc.…

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"It is becoming harder and harder to find experts willing to authenticate a car. Many are fearful of lawsuits."

• Rebuilt the carbs.

• Replaced the small rear reflectors with LEDs from Moss for better visibility

• All the original parts are still with the car.

I believe that you were looking for someone to poke fun at, and it happened to be me. I am 70 years old and owned a 1967 Austin-Healey 3000 in 1969. I did not do anything else to the engine bay of this car because that is the way that it was originally. There are many other things that make me believe that this car only has the 14,000 miles — partly because of how it drives and handles.

I dearly love Austin-Healeys and would not offer this one for sale except that I own two 1967 3000s. I am not sure of what made your writer think that the mechanicals were somehow deficient. I had a $60,000 reserve on this car and felt that that was quite reasonable for what was offered. I wish that you had talked to me before writing such a harsh narrative. I was at the auction, and my name and phone number were on the flyer that was on the windshield. — ***Gary B. Higbee, via email***

Auction analyst Pierre Hedary responds: *It was not my goal to poke fun at anyone. Unfortunately, one of the issues with being an auction analyst is that you have to call things as you see them. If your car is an exceptional car, you need to be there to let people know it is an exceptional car. The auction company will not do this for you.*

Admittedly, I am not an Austin-Healey expert by any stretch. I know the basics about them, the history and the hard facts, but I do not drive or service these fine automobiles on a regular basis.

If you had displayed the information about your car being such a great example in the catalog and on the windshield, I would have included that information. In fact, I would have noted that it was described as a great driver. But all I saw was "long-term storage car — restored by high school shop class — was in pieces," along with hard, fast technical details!

If you want people to like your car and think it is a good car, be present at the auction or have someone familiar with it represent it. I had a lot of questions about your car: Was it in the original colors? Why was it taken apart in the first place? What was your end goal — to do a fantastic restoration or to save money? You did not give any information about who built the motor, the suspension or the carbs.

What I do know is this:

A high school shop class will not reassemble any classic car the way a dedicated marque specialist would. For a group of young people, what they did for that car was fabulous and amazing. However, if you're going to expect people to admire it the way people look at a Bobileff Miura or Obrey Daytona and see that everything looks perfect and authentic within the time span of a five-minute analysis, you might need to reconsider.

Do I think the car was a bad car? No. All mechanical and cosmetic issues are sortable. Do I think it was cobbled together? From the information provided, it sounded that way.

Perhaps the issue at hand is not my harsh perception, but the lack of documentation of how a good a car this was supposed to be. I am a reporter, not a concours judge. But when people go and spend 50-large on anything, it should hold up under scrutiny. I apologize on behalf of SCM for any issue. The opinions expressed were mine and mine only. But in the future, please realize that it is hard to infer anything from a spotty description and a static analysis. ♦

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Time Pieces by Alex Hofberg

The U.S. Army's Solid-Silver World War I Watches





Is it strange that the United States government ordered thousands of ultra-high-end, solid-silver pocket watches from one of the world's most famous Swiss watch manufacturers, Vacheron & Constantin, as the U.S. entered World War I?

The answer is complicated and requires a bit of background information.

Success on the battlefield turns on many complex factors, not the least of which is supply-chain logistics. Equipment, munitions, food, water and personnel all have to be in the right place at the right time in the right quantities to ensure victory. In the U.S. military, many of those tasks fall onto the shoulders of the Army Corps of Engineers.

Although there are countless strategic and logistical uses for accurate timekeeping devices during wartime, the United States' purchase of very high quality time pieces demonstrates the critical need for reliable timekeepers — especially in the operation of thousands of miles of railway systems the U.S. Army Corps of Engineers built and maintained. Accurate time pieces were also essential for many combat operations and demolition tasks. Sappers from the Corps of Engineers were in charge of blowing things up.

The pictured watch is an original Corps of Engineers watch by Vacheron & Constantin. It is marked on the back of the case with the words "Corps of Engineers USA," and has Service Number 1656. The case is sterling silver and bears signatures of V&C and of the case maker, Huguenin Freres — a well-known Swiss watch-case manufacturer.

Details

Production date: 1917–19

Best place for one: To a re-enactment of the trench war in Flanders while whistling "Over There"

Ratings (★★★★★ is best):

Rarity: ★★★★

Durability: ★★★

Parts/service availability: ★

Cool factor: ★★★★★

Within is a finely crafted, nickel-finished, 20-jewel movement equipped with a single-button stopwatch feature for timing events up to one minute in duration. The dial is white porcelain with outlined Arabic style numerals that are filled with a radium-laden paint (as are the hands) to allow legibility at night.

According to a recently published article in the Watch and Clock Bulletin, a monthly magazine from the National Association of Watch and Clock Collectors, German author Thomas Koenig offers quite a bit of insight into the procurement, process and costs of these watches — and other time pieces used in the American Expeditionary Forces of World War I.

Vacheron & Constantin themselves contracted with four different firms to supply *ébauches* (technically translating to "outline" or "sketch" but with regard to watch movements meaning a roughly finished watch to be finished and labeled at the end of the manufacturing process) to fulfill the Corps of Engineers contracts. In fact, our featured watch is from Mathey-Tissot. Ulysse Nardin, Moser and Reymond Freres made others.

Horological historians and collectors have long wondered why the government contracted with a foreign company to supply these watches instead of getting them from the many firms in the U.S. engaged in making comparable watches.

Other questions include why V&C engaged so many different calibers and suppliers to fulfill these contracts — and why they chose silver cases rather than less-expensive metals.

Koenig suggests that the U.S. government needed to ramp up the war effort quickly, European purchasing agents were commonly employed to supply many necessary goods, and, in some cases, Switzerland's proximity to French battlefields allowed for a quicker supply.

That said, one can only assume that given the speed at which the purchasing agents needed to deliver goods, V&C utilized multiple sources for the movements so the contracts were met in on time.

With regard to silver cases versus a less expensive case, we can speculate that silver was relatively inexpensive at the time. It was also more resistant to corrosion, far more ductile and malleable to work with — and all waste product of manufacturing was 100% recyclable.

Corps of Engineers watches enjoy a mixed audience in the world of watch collecting. They attract watch collectors, military collectors and Vacheron & Constantin enthusiasts. However, pocket watches are generally less collectible than wrist watches, so it is always a buyer's market. With regard to condition, parts are nearly impossible to find, so buy a runner. The condition of the porcelain dial is critical. Expect to spend $2,500 to $3,500 for an excellent example.

Neat Stuff by Chad Tyson and Tony Piff



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In Miniature by Marshall Buck

1955 Jaguar D-type XKD 505 Le Mans winner

There are many new Jaguar D-type models these days, and I have picked three that offer the greatest value and suit most collecting tastes and budgets. I last wrote about a D-type model, in fact a 1:12-scale model of this very car, the long-nose 1955 Le Mans winner, in the August 2009 issue of SCM (p. 22). Everything I wrote then still applies now.



All three models are from AutoArt, and they are serial-numbered production models — not limited editions. The 1:12-scale piece was issued several years ago, and as I expected back in August of 2009, it is now sold out. It can be found on the secondary market for $1,000 to $1,500, which is double to triple the original price.

The next, in 1:18 scale, is also the latest release and the most accurate of the three, although it's not perfect. Finally, we have a much-smaller, 1:43-scale model, but it packs a hefty amount of detail for its size and price. Both 1:18 and 1:43 models are widely available and are priced at $286 and $150 respectively.

I'll concentrate on the 1:18 and 1:43 models. For information on the 1:12, refer to SCM August 2009.

Overall fit and finish of both models is simply excellent, which is what we have come to expect from AutoArt. That doesn't mean that historical accuracy is as good as it should be, because it is not. Some corners have been cut on detail as well. But you get great display models that give great value for your money.

Model Details
Production date: 2012–13
Quantity: 5,000 of each scale
SCM five-star rating:
Overall quality: ★★★★★
Authenticity: ★★★★
Overall value: ★★★★★
Web: www.autoartmodels.com

Paint finish is superb and appears to be hand-polished. Flip to the underside, and you'll find a healthy amount of detail including engine, transmission, exhaust pipes, rear sub-frame and suspension. The suspension is non-working, which is fine with me.

Topside again, the detail on both models is very, very good. This includes opening driver's door, rear spare-tire compartment (boot), engine lid, removable passenger's side tonneau cover, and poseable front wheels.

In addition, on the 1:18 piece, the fin-mounted gas-door cover flips open, latches on the bonnet and boot are functional, and it is the only one of the three models that actually has a spare tire in the boot. The seats are covered in real leather on the 1:18 and 1:12 models. This is not great, but it is at least well-fitted.

The wheels are wonderful reproductions and even have the black Dunlop text printed on them, which is a neat piece of work on the little 1:43, where the word "Dunlop" is very tiny indeed.

Interior detail on both models is comprehensive. You will not be disappointed.

Moving forward, flip up the bonnet to view a great-looking engine — even with its various inaccuracies, including the modern-day electric cooling fan behind the radiator.

On the 1:18 model, there is quite a lot to see, which unfortunately includes numerous mold seams where parts were joined together — and some where they were cut from their casting sprues. On the little 1:43 piece, the engine, with its delicate wiring and various surface finishes, looks jewel-like, diverting attention far away from the inaccuracies. All of these models are highly recommended.

Speaking Volumes by Mark Wigginton

Beast

By Jade Gurss, Octane, 304 pages, $23.94, Amazon

The fact that Roger Penske came to the Indianapolis 500 with an unfair advantage in 1994 wasn't a surprise to anyone — at least anyone who was paying attention.

From the beginning of his racing career, Penske has looked for every advantage, whether it is reading the rulebook with the focus of a Talmudic scholar or just out-working everyone else in the paddock.

So in 1993, when the USAC rule makers dropped the words "stock block" from the regulations that encouraged use of a pushrod engine in the Indy 500, Penske reacted with an all-out assault, all-in commitment and round-the-clock effort.

Beast is the beautifully told story of the year of building dangerously, with Penske, Mario Illien and Paul Morgan (the Ilmor engine-company masterminds) coming together to build a dominating pushrod race motor from a clean sheet of paper with the goal of winning the Indy 500 — all in only 11 months from handshake to green flag.

The project was done in secret — in a racing community of owners, mechanics, builders and suppliers who gossip as much as they race. The massive (and massively costly) undertaking was accomplished out of sight of most of the Penske team, in a cloak-and-dagger environment complete with engineering drawings with intentionally misleading titles, overnight dyno work and tests at snowbound ovals.

Beast takes you behind the scenes at every turn, from re-creating the struggle simply to fit the new, larger pushrod motor into the same package as the then-dominant Cosworth (to eliminate the need for a new chassis) to keeping the fragile, floppy pushrods at the top of the motor alive, to the constant engine failures in testing.

It's truly a ripping yarn, and despite a known outcome, it's a page-turner, full of insider details and personalities.

Provenance: ★★★★★

Author Jade Gurss has a strong pedigree, both in racing PR and as the author of probably the most successful motorsports book ever, *Driver #8*, which chronicles Dale Earnhardt's rookie season and spent 17 months on the New York Times bestseller list. His time as communications director at Ilmor and Mercedes gave him a front-row seat for the pushrod project.

Fit and finish: ★★★★★

Not your typical motorsports photo book, this is a characteristic hardcover non-fiction title, spiced up with engineering drawings and a center section of photos.

Drivability: ★★★★★

The closest parallel I can conjure is "Seabiscuit," another mass-appeal, high-quality sports book (horse racing) that crossed over to the wider public. I hope *Beast* gets as broad a look, as it is simply the best insider look at racing I've read in a long time. The passion, hours, dedication and expertise that went into the Ilmor-Penske-Mercedes engine project is an example of what it takes to succeed at the top of any technological sport. Gurss' prose is clean, clear and fact-filled, and he takes the time to set the stage and explain the world of racing for the non-fan without slowing down the story. It's the work of a writer and journalist in full control. ♦

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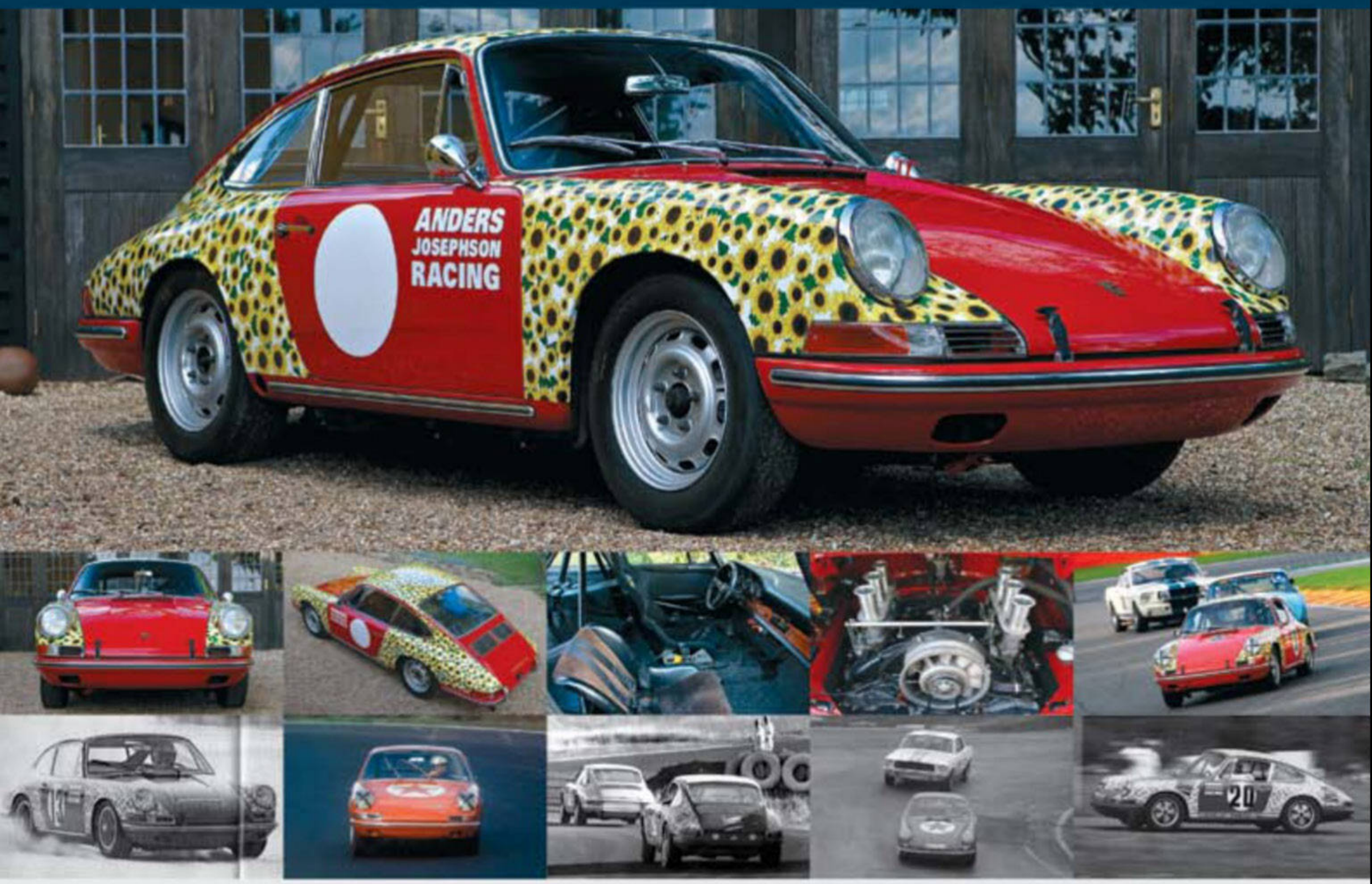
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Delivered new in Sweden to the official Swedish Porsche importer, Scania-Vabis. Finished in Signal Red with Black vinyl interior, the car was initially used for launch and demonstration purposes to promote the brand new Porsche 911 model.

In December 1965 the car was sold by Scania-Vabis to Swedish racing driver Anders Josephson. Between 1967 - 1969, chassis #147 was raced extensively by Josephson in the Swedish Touring Car Championships (finishing 2nd in the 1968 championship) and during the winter months was regularly driven in ice racing. Throughout 1967, the car wore the Anders Josephson Racing Team's Red Star on the bonnet but in 1968, it was distinctively re-liveried in the Josephson Textiles, 'sixties sunflower pattern, applied in vinyl.

Chassis #147 has been the subject of an extensive two-year, ground-up restoration by Maxted-Page & Prill Ltd with meticulous attention to detail in an effort to correctly preserve or restore its unique 1964 901 build details and Swedish racing heritage. The car is fully prepared for either road or historic racing use, fitted with a freshly rebuilt January 1965, Type 901/01 2.0 litre F.I.A. race engine with Solex carburettors (producing 177.3hp @ 7,150rpm), shorter ratio, 901 gearbox with limited-slip differential, plus modern Recaro race seat, roll cage, Shroth harness and extinguisher system all in accordance with its current F.I.A papers. Other rare competition parts include an original steel, 100 litre endurance racing fuel tank, a very rare 1960s sports seat and its correctly restored and trimmed interior with African mahogany dashboard, '64 date-stamped instruments, boucle carpets, Plexiglass windows, etc..

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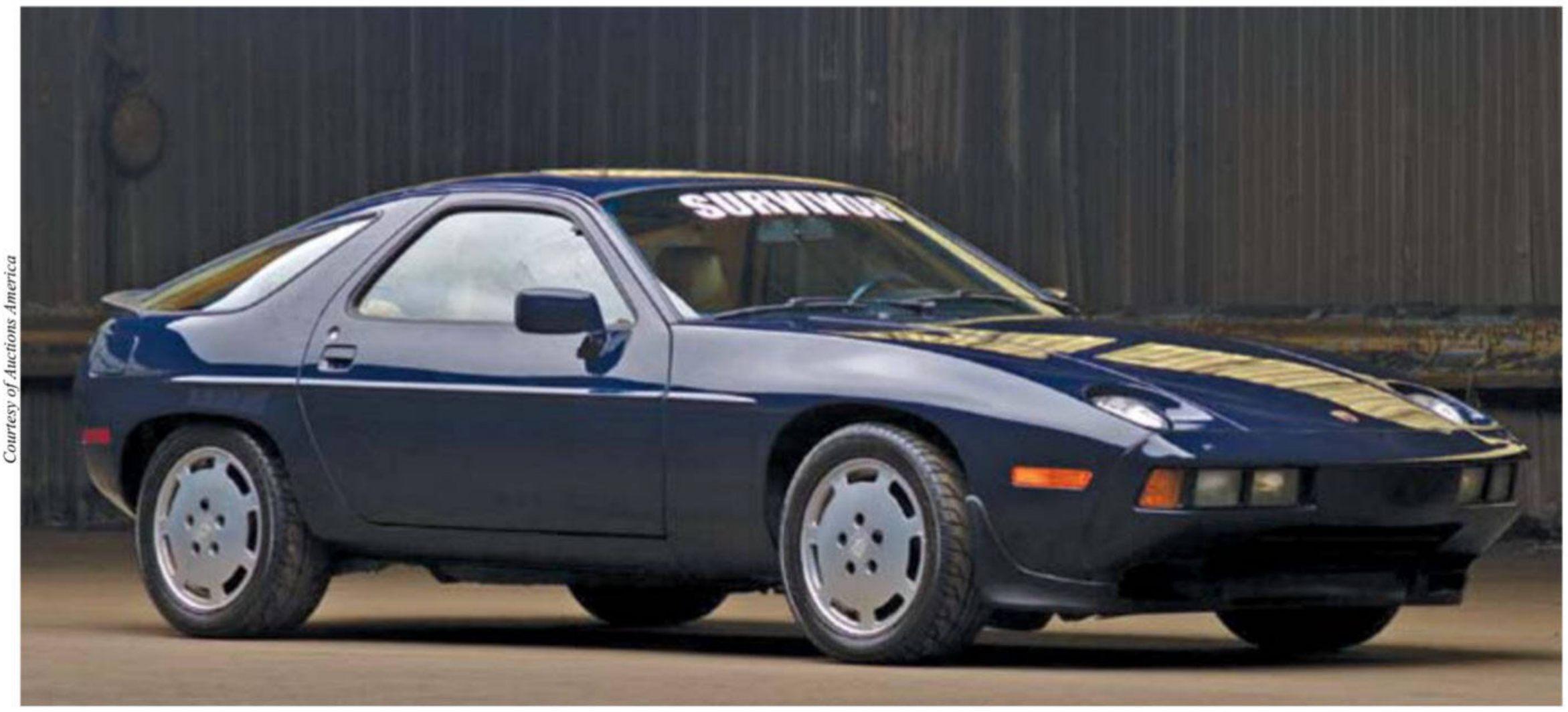
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The Long-Lived, Never-Loved Porsche

The Porsche 928 production run lasted for 17 years — because it was a good car

by Jeff Zurschmeide



Courtesy of Auctions America

This 1985 Porsche 928 caught the eye of SCM staffers at this year's Auctions America's Auburn Spring sale in Auburn, IN, where it fetched $11,440

The 928 occupies a peculiar place in Porsche history. Conceived as a replacement for the venerable 911, the factory soon discovered that their customers would never prize a front-engined, water-cooled alternative — even if it did make more power than the company's bread-and-butter sports car.

Maybe the 928, with its upward-staring headlights, was too strange-looking to appeal to Porsche buyers. This is really an accomplishment in itself, given the unique designs common to the marque. Maybe it was obvious that, similar to the 924 in the same era, the 928 shared too much with down-market VW and Audi offerings. Remember that Audi was not yet a premium car in those days.

Perhaps it's most likely that the 928 never captured the hearts and minds of the Porsche faithful simply because it lacked any demonstrable historical connection to the great Porsches of the past.

For whatever reason, the 928 never received the love that the 911s of the same era have had. Yet the 928 model persisted in several production iterations for an astonishing 17 years — clear through to the 1995 model year. That's much longer than the 924 or even the more-successful 944. Maybe the 1983 film "Risky Business" gave the 928 enough 1980s glam to keep business brisk.



Details

Years produced: 1978–95
Price Range: $6,000 to $30,000
Number built: About 60,000
Pros: A great, powerful Grand Touring Porsche for chump change. And, hey, it's not a 924!
Cons: The maintenance bills for a needy example will make you feel like a chump
Best place to drive one: To your high school class reunion — if you went to high school from 1978 to 1995. It's also a good ride for the weekly poker game
A typical owner is: An independent thinker — maybe someone like Joel Goodson in "Risky Business" — who takes the less-conventional route in life

Basic value

Seriously, the 928 lasted for so long because it was a good car. The people who bought the 928 were different from the sports car enthusiasts who purchased the 911 or even the 944. The 928 is a Grand Touring car in the classic style, with over 80% of the cars equipped with an automatic transmission.

The V8 engine in the 928 started as a 4.5-liter, 16-valve DOHC model, which used Bosch K-Jetronic fuel injection to achieve 219 horsepower in 1978. That may not sound like much, but the 911SC of the same year offered just 172 horsepower.

Later iterations of the 928 bumped the displacement up to 4.7, 5.0, and finally 5.4 liters, with horsepower rising commensurately to a maximum of 345 in the final 1993–95 928 GTS model. The 1985 and later 5.0- and 5.4-liter engines went to four valves per cylinder, making either one a good choice for performance.

The rear-mounted transaxle gearbox gave the 928 good balance and handling. Upgrades to the suspension and brakes during the middle of 1986 make cars produced after that time especially desirable, but the model was not deficient in either area before that time.

The 928 was gifted with a nice interior, reflecting the design sensibilities and technology of the era, and the car was designed to be luxurious. The back seats are



1979 Porsche 928, sold for $9,720 by Bonhams in 2012

not really intended for adult use, but the 928 will carry two people in perfect comfort — with adequate space for luggage.

Amazing prices

As an Affordable Classic, it's hard to beat the 928 line. Early models are estimated at about $6,000 to $8,000 in the SCM Price Guide, while the desirable 1987-to- 1992 model years of the 928 S4 start at $11,500 and run to a maximum of $25,000. The vast majority of those will land in the lower end of that price range. Only the final 1993–95 era of 928 GTS models can command prices over $30,000, and most of those actually sell for much less. It is quite possible to buy a very nice 928 for prices in the teens, and maybe even under $10,000.

The downside of the 928 is the cost of keeping it on the road. This is a Porsche, after all.

Notably, the early 4.5-, 4.7-, and early 5.0-liter models have it a little easier simply because of the great number of cars that used the Bosch K-Jetronic fuel injection, making parts easily available to this day. 1987 and later models feature the less-common Bosch LH-Jetronic system.

Most importantly, steer well away from needy examples. There are plenty of cheap 928s that an owner could afford to buy — but couldn't afford to maintain. Find a loved — yes, plenty of people loved their 928s — and well-cared-for car. Pay extra for a good example — and be prepared for Porsche shop costs from time to time.

A bargain in Auburn

All this brings us to a nice 928 that recently caught the eye of several SCM staffers.

This 928S is a 1985 model year car, with the 32-valve 5.0-liter engine rated at 288 horsepower. It's also one of the comparatively rare 5-speed models.

With only 61,532 miles on the clock, it seems to have been immaculately kept. The navy blue exterior over tan leather interior is tasteful and in great shape. In short, if you want a 928, this is the one you hope to find, and it was at the Auctions America event in Auburn, IN, this past May.

It sold for $11,440.

For a top-grade, low-mileage collectible with a Porsche badge on the nose, that's chump change. It's also not a fluke. Porsche made about 60,000 units of the 928 over its lifespan. The cars are not hard to find, and as Porsches, they've generally been treated well.

A 928 might not get the attention of a 930 or a 356, but it will leave you with more money in the bank — and a fairly risk-free Affordable Classic in your garage. ♦





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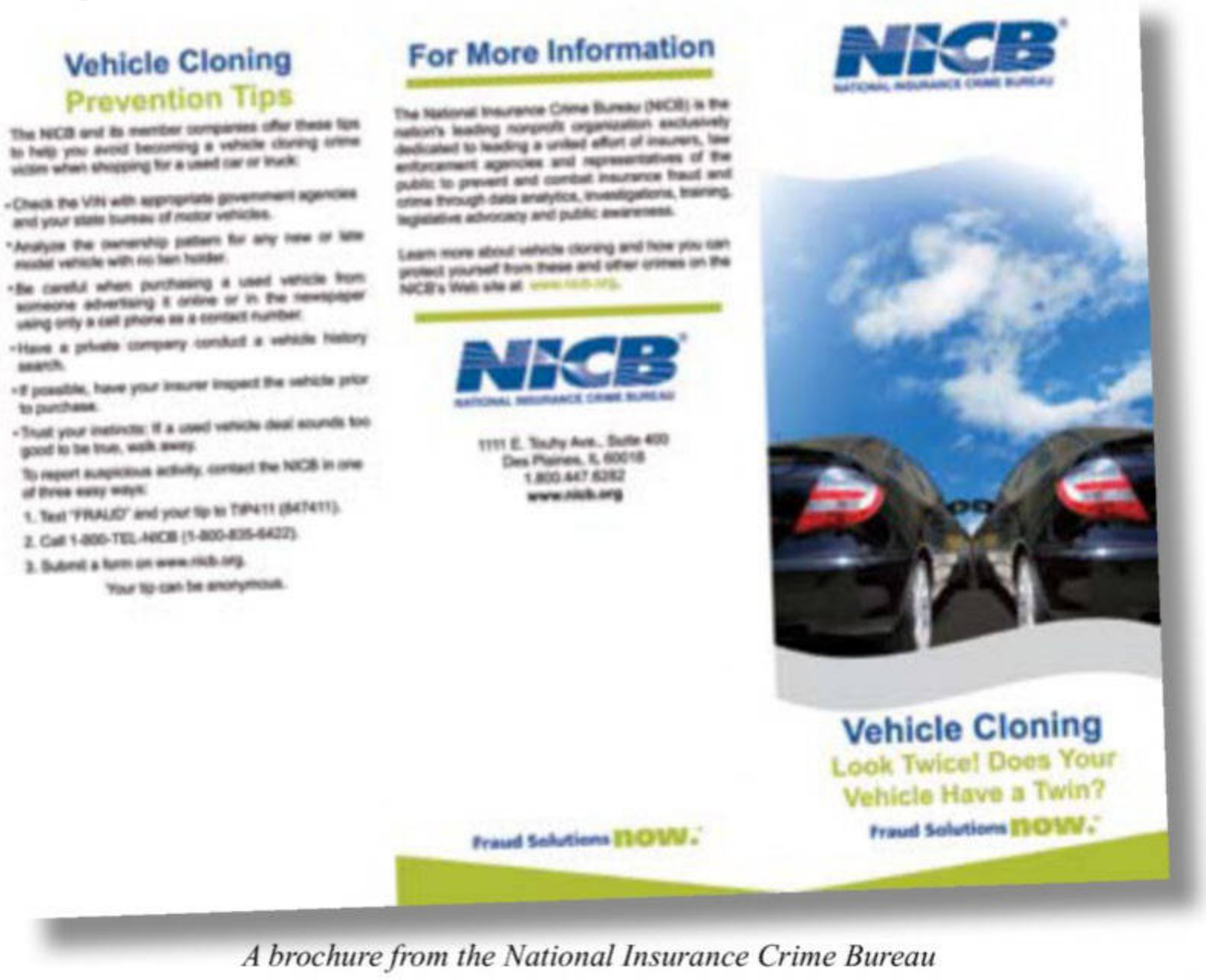
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Finding Fakes, Stolen Cars and Corvette Lawsuits

The National Insurance Crime Bureau might be able to find your stolen car — years after the theft



A brochure from the National Insurance Crime Bureau

Last month's Legal Files suggested that there are epidemic proportions of "matching-numbers" Corvettes (and other cars) that really aren't matching-numbers cars.

That attracted a lot of attention and comments, but what people say is not as important as what they don't say. No one said the suggestion was sometimes wrong.

First, let's put "matching numbers" into perspective. Say we have a 1965 Pontiac LeMans with a 4-speed transmission. We source a correct 1965 Pontiac 389-ci GTO motor, a Tri-Power setup, and all the necessary body parts, trim and badges — all of which were readily available from the factory — and "convert" our LeMans into a GTO.

If you park the clone GTO next to an identical real GTO, would anyone be able to tell them apart without tracing numbers? Would the clone drive or perform any differently than the real GTO? Would there be any difference between the two from any physical perspective?

Assuming we did a good job on the conversion, the answers to all of those questions would be no. So, it is fair to say that the value difference has nothing to do with which parts are on the car, but depends entirely on who put them on the car. If it was anyone other than the factory on initial build, appraisers will tell us that the value difference is about 60%.

That creates plenty of financial incentive to make numbers match. That very real possibility makes it imperative for buyers to be very sure that it was the factory that made the numbers match and not the seller. The question is, how do we go about doing that?

A new method of weeding out fakes

Every marque has well-known specialists (e.g., Kevin Marti, Galen Govier) who tell us whether a car is real or a fake. SCMer Jeff Murray contacted Legal Files to point out that his company, Vintage Car Research, LLC (www.vintagecarresearch.com) is a multi-marque alternative that approaches the project in a different way.

Murray is a retired New Hampshire attorney who started researching collector car provenance as a retirement business several years ago.

Murray starts with the current owner and talks to him about the car. He then works backwards through all the previous owners. He talks to each of them directly, gathering up all the documentary evidence he can — until he gets back to the first owner with no gaps in between. In the end, he compiles a comprehensive history of the provenance of the car, with copies of all available documentation.

Murray has developed techniques for spotting fakes. Some of his methods detect things such as improper number-stamping techniques, but there are also much less obvious details that are typical of factory build. Murray's charges vary with the scope of the project, but the typical project range is $2,500–$3,000.

The elusive real cars

Murray agrees wholeheartedly that authenticity is hard to come by. He has been looking seriously for almost a year for an all-authentic 1963 Split-Window Corvette — to no avail.

He has examined many that were claimed to be "numbers-matching" that weren't, and some were not even close. He came pretty close to buying a claimed "totally original," multiple-award-winning car with a high price, but he concluded that the glass was non-original. His discoveries have greatly surprised many owners, who were simply unaware that their cars were not completely original.

Stolen cars and bad titles

Another seeming epidemic involves collector cars that turn out to be stolen. In recent months, our office has dealt with:

A 1962 Corvette that was determined to have been stolen decades ago, well before the current owner spent over $30,000 on restoration costs — not counting his own labor.

A rare 1973 Buick muscle car with similar restoration costs that was determined to have been stolen when it was being checked in for sale at one of the Scottsdale auctions.

A 1965 Chevrolet Impala stolen decades ago that turned up as a highly modified, totally restored Los Angeles lowrider car with full hydraulic suspension.

The "Legal Files" message has always been the same: You don't get good title from a thief. The rightful owner gets the car, and everyone in between has to go back to his seller and get a refund.

All of these cars had seemingly valid certificates of title, leading readers to wonder just what can they do to protect themselves. Here's a pretty good idea:

Tracking and finding stolen cars

The National Insurance Crime Bureau (NICB) was started 102 years ago by the insurance industry to help their members recover stolen cars. NICB locates stolen cars and then reports them to their members, so they can recover them. They accomplish this in a variety of ways, including referrals from law-enforcement agencies that run across the cars and inspectors whom NICB places in Customs offices in ports around the country to check VINs on cars being exported. The effort is made possible by their extensive database.

Law-enforcement agencies report stolen cars to the FBI's National

Crime Information Center (NCIC). The NCIC database is available to law enforcement agencies countrywide, but it is purged every five years or so. NICB imports the NCIC database into its database and then supplements it with reports of stolen and salvage-title claims from its insurance company members, who represent about 73% of the industry. Once entered into the NICB database, the information is permanent.

NICB offers a VINCheck function to the public on its website, www.nicb.org. Anyone can run up to five VINs per day through the program, free of charge.

NICB Vice President and Chief Communications Officer Roger Morris said this is the most complete database offered to the public.

"If it's ever been in the NCIC, it's in ours," Morris said. "Plus, we have the salvage-title reports from our insurance companies, which are not available elsewhere."

Archived data from the 1920s and 1930s is available on CDs, and NICB publishes a useful VIN manual that will tell you which VINs were assigned to which vehicles in which years.

Morris said VINCheck was started after Hurricane Katrina dumped a lot of waterlogged cars on the market. NICB became the easiest way to find out if an insurance company had totaled your dream used car because of water damage — only for the car to then be resold by an unscrupulous reseller who had washed the title to remove the salvage designation.

Morris was quite proud of their most visible law enforcement accomplishment. After the Oklahoma City bombing, law enforcement picked up pieces of the van used in the bombing, including a partial chassis plate that contained a partial VIN. After having that for a few hours, NICB reported back that the van was owned by Timothy McVeigh, and we all know the rest of the story.

Another Corvette lawsuit or two

Legal Files recently reported about the lawsuit involving the "Real McCoy" Corvette, where Domenico Idoni interrupted an auction by claiming that several of his parts had been unlawfully incorporated into the car (May 2014, "Legal Files," p. 38). Idoni claimed that his business associate, John Baldwin, had stolen the parts from him and wrongfully used them in the restoration of the Real McCoy. Much of Idoni's evidence had come from depositions in an unrelated lawsuit.

Legal Files has reviewed filings in that unrelated lawsuit, which turned out to be two separate lawsuits. It seems that Idoni had located the 1956/1957 "Motorama" Corvette and struck a deal with Baldwin that they would buy it, restore it, and resell it for profit. For some reason, the seller refused to perform, and Idoni and Baldwin sued him. The court ruled that they had a binding agreement and that the seller was obligated to sell them the car, which he subsequently did.

Later, Idoni and Baldwin had a falling out. Baldwin claims that he and Idoni did initially buy the car together, but Idoni failed to honor his financial obligations and thereby lost his interest.

Idoni claims that Baldwin was hiding the car from him and, when Idoni finally caught up with him, Baldwin claimed that he was just trying to hide it from his wife because he didn't want to lose it in their divorce.

Baldwin claims that their deal is governed by a one-page "partnership agreement," which requires that Idoni pay 50% of everything. Idoni claims that the written agreement is a forgery, pointing to the misspelling of his name in the typed portion.

Idoni claims that their oral agreement was that he would pay part of the acquisition and restoration costs as he was able, Baldwin would pay all the rest, and Baldwin would do all the restoration work. After they sold the Corvette, the money would reimburse them for their costs, and then they would split the rest 50-50.

Okay, my head is spinning, but I do think that is now four Corvette lawsuits involving Idoni. At least, that is all we know about. Someone like Idoni — but with a very big bank account — would be any trial lawyer's dream client. ♦

JOHN DRANEAS is an attorney in Oregon. His comments are general in nature and are not intended to substitute for consultation with an attorney. He can be reached through www.draneaslaw.com.



From the Frenetic to the Sublime

The differences between the Mille Miglia and the McLaren F1 Tour are huge, but both boil down to cars and friends



An automotive salute, McLaren-style

Just like cars, car tours come in all shapes and sizes, and I've just come back from two that couldn't have been more different.

One lasted three days and took in over 1,000 miles with spectators lining the route from dawn until well past midnight. Throw in high-speed police escorts, big-ticket sponsorship splashed everywhere, and 450 diverse crews frantically following a detailed road book that left no margin for error.

A tenth of a second could make the difference between the victory laurels and second-place obscurity.

In the opposite corner, and by invitation only, 20 crews, a route book with no formal start or finish times, no crowds unless you stopped at a roadside cafe for an impromptu espresso, no sponsorship except a superyacht company's logo on the "useful contacts" page, and no police presence — barring a dusty old Fiat Panda going in the other direction one day.

No scrutineering, rally numbers, speeches, trophies or free watches either — although we did find a case of rather fine wine in our room each night. Oh, and no shuttles — just one almost-hidden, picture-perfect hotel for the duration.

Mille Miglia madness

You'll have guessed the first. The retrospective Mille Miglia has been going for longer than its original namesake now, and if anything, is even bigger than in its period heyday.

Everyone wants to take part; this year's chosen ones ranged from Italian politicians to major-league industrialists, silver-flecked racing drivers — including a couple of octogenarians who took part in the real deal — actors (Oscar winners Jeremy Irons and Adrien Brody made a diversion from the Cannes Film Festival), rock stars (AC/DC's affable front man Brian Johnson, mobbed by fans everywhere he went) and TV personalities, such as Italy's glamorous leading female newsreader and the old-car world's best ambassador, Jay Leno. You can see why it's difficult for mere mortals to get on the list.

Somehow, they let me in, although the trade-off was emceeing the start, which is a challenge when the 25th Gullwing arrives on the ramp and the public expects to learn something new about it, but it's good practice and the only real chance to greet, however fleetingly, all your friends and heroes before they disappear into the night for three days of flat-out driving or navigating.

Taking on the D-type

Last year, I'd taken the plunge and entered a car myself. This year, to spice things up, I'd swapped the Teutonic comfort of being Gullwing Number 26 for a tour of duty in a ground-borne Spitfire, AKA Jaguar's streamlined, 170-mph Le Mans weapon, the D-type.

One meeting with the Coventry firm's diminutive and feisty 1950s test driver, Norman Dewis, should tell you this isn't a car made for 6'4" amateurs whose idea of race preparation is buying a pair of driving gloves. Turn the key, push the starter button, and you'll be left wondering what you've signed up for.

From strangers to friends

I'll spare you the details, other than to say you don't do the Mille Miglia for the food, the hotels or the traffic jams between parades and checkpoints.

You do it for the camaraderie, which makes perfect strangers into first-name friends, the sudden moments of driving bliss when you and your mount fleetingly click with roads long since engraved in the history books, and the welcome that no other country in the world affords eccentric foreigners bowling through its countryside and towns at breakneck speed behind the wheels of long-obsolete machinery.

You ask yourself whether, rather like the Japanese soldier still guarding a remote island long after 1945, anyone's told them it's 2014. It's flawed — but magical.

Subtle, high-speed bliss

It's just as well the McLaren F1 Tour is held 10 days later, because that's how long it takes to feel your posterior and hear normally again. There aren't many hotels at which you could arrive directly from the Villa d'Este Concours without feeling downgraded, but event founder Ray Bellm uncovered a gem in the Tuscan countryside idyllic enough to satisfy the most high-flying hedge-fund manager or Asian tycoon — and, more importantly, their wives.

This time it feels like a very upmarket club from the moment you shake hands, although I'm by far the poorest member. The cars are already perfectly lined up outside, fueled and washed courtesy of McLaren Special Operations, appropriately all dressed in black and moving with drilled military precision.

Laptops, albeit of 1990s vintage, are summoned to diagnose last-minute glitches before the countdown, although the most serious is half-strength air conditioning. I'm not sure what they'd make of the Mille Miglia...

And in seemingly no time — we're in 240-mph cars, after all — we're swapping memories and saying goodbye. How can anyone own one of these cars and turn down the chance to do this with it? Even the crew who ended their tour upside-down is smiling. Priceless. ♦

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Landmark Cars in a Landmark Location

An up-and-coming concours attracts great cars from fantastic Southern California collections

Story and photos by Carl Bomstead



Brandon Adrian's 1958 Alfa Romeo Giulietta Veloce Spider race car — the FIVA Preservation Award winner

The Fifth Annual Greystone Mansion Concours d'Elegance brought special cars and a good crowd to the historic mansion in Beverly Hills, CA, on May 4, 2014.

The venue is a fascinating story in itself. The 55-room mansion was built in 1927 by oil baron Edward Doheny Sr. as a gift to his son Ned. Ned had lived there for only five months when he was found murdered in an extra bedroom, along with his friend, Hugh Plunkett. Was it a murder/suicide or did Ned's wife do them in when she found them in bed together? After all these years, the murder is unsolved, although his wife remarried and lived in the mansion until 1955.

The city of Beverly Hills acquired the mansion and the extensive land holdings in 1965, and it has been listed as a historic landmark and is in the National Register of Historic Places. The city continues to restore the mansion, and weddings, film shoots and the concours contribute funds that help keep the mansion open as a public park.

The concours takes place on the upper parking area, which offers a breathtaking view of Beverly Hills, with Los Angeles on the horizon. Numerous selected vendors are situated throughout the mansion, and a lecture series takes place in the mansion dining room throughout the day. Several stations throughout the grounds offer excellent food selections provided by local restaurants. As the day wears on, the line at the Stella Artois beer stand gets a bit longer. Food and drink are offered as part of the admission fee.

Southern California offers a target-rich environment of great cars for an upper-echelon concours, and many of the best were on display. A 1929 Dupont Model G was presented by the Petersen Museum, and a unique 1951 Talbot Type 26, which won the Post-War Touring class, was offered by Peter and Merle Mullin. Jay Leno made an unscheduled appearance, arriving mid-morning in a vintage Bentley. After spending a few hours scrutineering and chatting with folks, he left to heavy applause.

This year's event honored the 60th anniversary of the Porsche Speedster and the 50th anniversary of the Mustang. In addition, there was a special Centennial Class that featured cars built in 1914 or earlier. The class honored the 100th anniversary of the city of Beverly Hills.

A favorite car was Brandon Adrian's race-ready 1958 Alfa Romeo Giulietta Veloce Spider. It bore the scars of combat, and it won the FIVA Preservation Award. If there were an award for cute, my vote would have been cast for the 1970 Citroën 2CV that was presented in white with blue accents.

The judging is very subjective, and emcees Donald Osborne and L.A. television personality Dave Kunz presented about three dozen Tiffany & Co. crystal awards. The Best of Show Concours d'Elegance was presented to a stunning 1912 Rolls-Royce Silver Ghost, and the Best of Show Concours de Sport went to the 1965 Alfa Romeo Giulia TZ.

David Gooding, of the Gooding & Company auction house, was presented the Lee Iacocca Foundation Award for advancing the automobile collector hobby.

Next year's event will again take place on the first Sunday of May. The Greystone Concours is a delightful day of fine motor cars and excellent food and drink — and you can puzzle over the unsolved murder of Ned Doheny. ♦



SCMers Peter and Merle Mullin's 1951 Talbot Type 26

Details

Plan ahead: The Sixth Annual Greystone Mansion Concours d' Elegance is scheduled for May 3, 2015
Where: Greystone Mansion, 905 Loma Vista Drive, Beverly Hills, CA 90210
Admission: $120 in advance, $145 at the gate
More: www.beverlyhills.org



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1957 JAGUAR XK 140 ROADSTER

BRG w/ Black Leather Interior & Canvas Soft Top w/ Side Curtains, Restored Matching Number Car. 4-Speed, Disc Wheels, Fog Lights, Dual Mirrors, Tire Kit & Original Handbook. 68,625 Miles. $89,500



1973 JAGUAR E TYPE V12 ROADSTER

Primrose Yellow w/ Tan Leather Interior, Black Everflex Top & Matching Tonneau Boot. 4-Speed Transmission, A/C, Chrome Wire Wheels & Original Radio, 68,472 Miles, Books & Records. $59,500



1962 MERCEDES BENZ 190 SL ROADSTER

Light Blue (DB334) w/ Red Leather Interior, Matching Large-Window Hard Top, Black Canvas Soft Top, Becker Mexico Radio, Original Owner's Handbook and Jack. 90,236 Miles. $98,500



1952 CHEVROLET 3100 PICKUP

Red w/ Black Interior & Silver/Grey Inserts, Recently Restored. 92-Horsepower Thrift Master 6-Cylinder Engine, 4-Speed Transmission, Side Mount Spare Wheel, WWT, Visor, Push Button AM/FM Radio. $39,500



1965 BENTLEY S-3 SALOON

Black w/ Black Leather Interior & Burlwood Fascia, Automatic Trans., Factory A/C, Power Windows, Airguide Compass, Blaupunkt Radio & Hidden CD Sound System, 82,530 Miles, Tools and Handbook. $69,500



1949 MG TC ROADSTER

Red w/ Red Interior, Tan Canvas Soft Top, Tonneau Boot, Side Curtains & Spare Tire Cover. RHD Twin-Driving Lights & Side Mirrors. Chrome Wire Wheels & Luggage Rack. 41,425 Miles Tools. $42,500



1967 ALFA ROMEO DUETTO SPIDER

Red w/ Black Interior, Black Canvas Top & Boot, CA Black Plate CA, Carello Headlamp Covers, ATE Brakes, Logo Floor Mats & Tool Kit, Same Ownership Last 35 Years, Records & Handbook. $39,500



1956 BENTLEY S-1 SALOON BY HOOPER

Two-Tone Claret over Silver w/ Grey Leather Interior, 79,909 Original Miles, Automatic Transmission, Power Windows, Tools, Beautiful Exterior Paint & Chrome, Chassis Number B302BK. $68,500



1969 FORD SHELBY GT 350 FASTBACK

Acapulco Blue w/ White Racing Stripes & Black Interior w/ Sport Deck Folding Rear Seat, 46,442 Miles, 4-Speed, 351-ci Windsor V8 Engine, Power Steering & Front Disc Brakes, One of Only 1,085 Ever Produced. $79,500



1965 ROLLS ROYCE SILVER CLOUD III

Shell over Dusk Grey, Green Leather Interior & Burlwood Fascia, LHD Automatic, A/C, Power Windows, Factory Tachometer, Altimeter & Compass, Tool Kit, Handbook, Build Sheet & Records. $88,500



1959 JAGUAR XK150 S ROADSTER

British Racing Green with Tobacco Leather Interior, Black Canvas Soft Top & Matching Tonneau Boot, CWW, An Ultra Desirable 150 S Model with Overdrive, Handbook & Tool Roll, Drives Beautifully. $138,500



1959 CHEVROLET CORVETTE CONVERTIBLE

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1948 JAGUAR MK IV 3-POSITION DROPHEAD

Bone over Chocolate Brown with Tan Interior and Brown Canvas Soft Top, Right-Hand Drive Example Equipped with 4-Speed Transmission, Chrome Wire Wheels and Fitted Tool Set. A Beautifully Preserved Classic in a Lovely Color Combination. $68,500

WWW.HERITAGECLASSICS.COM

All Together Now at the Quail Motorcycle Gathering

If you prefer a three-legged barstool over a snorting mo-fo-sickle, the "Brooklands Edition" Morgan trike sang for you

By John L. Stein



John L. Stein

The author's own 1972 Ducati 750 Imola draws admirers

Motorcycles are unique little birds, existing as they do in the periphery of our society. They're like the backbeat in a musical score, the undercard at a boxing match or maybe ol' Joe Btfsplk from the Li'l Abner cartoons.

But not at the Sixth Annual Quail Motorcycle Gathering at the Quail Lodge in Carmel, CA, on May 17.

For here, at what probably is America's finest classic-motorcycle show, these mechanized jewels are the stars, and they invite the kind of close inspection that starts you thinking, "I need one of these."

Perhaps it's the manicured Quail Golf Course and Clubhouse setting, the included white-linen barbeque — or the distinct lack of wife-beater tank tops and beer guts — but the atmosphere is as inviting as the bikes.

And there are some amazing bikes. Best of Show this year went to Gene Brown's 1932 Vincent HRD Python Sport. This bike is an intricate beauty whose stateliness reminded me of a pre-war Bentley. Compare this machine with the 1964 twin-engine Gyronaut X-1 streamliner owned by the family of Steve Tremulis, nephew of Tucker designer Alex Tremulis, and you'll appreciate the progress achieved in that 32-year span. The Gyronaut beat 26 other LSR machines to earn the 100th Anniversary of the Bonneville Salt Flats award.

Another favorite was Lynn Upham's 1927 Scott Flying Squirrel. The Scott was a parallel-twin two-stroke whose liquid-cooling system preceded 1970s Grand Prix motorcycle engines by nearly 50 years. It burbled its way through Friday's optional 110-mile, backroad Quail Motorcycle Tour, rightly earning the Quail Ride Award in the process.

If you're more comfortable on a three-legged barstool than a snorting mo-fo-sickle, the modern "Brooklands Edition" Morgan trike of Dennis Glavis didn't just whisper to you — it sang. With its polished aluminum body, modernized suspension, a V-twin crate engine and Miata transmission, it evoked the pre-war Morgan three-wheelers and easily kept pace with the enthusiastic ride group on the Tour.

Precious little could make the Quail Motorcycle Gathering any better. However, giving classic bikes their own Tour group would rule. With modern hogs, adventure bikes and classics all riding together on Friday, it was like mixing Camaros with Bugatti Type 35s — although these bikes are birds of a feather, they were never meant to fly together.

Then, during Saturday's show, start up a few bikes as an internal-combustion accompaniment to the mood music. That would be a backbeat you can't lose. ♦

Details

Plan ahead: The 2015 Quail Motorcycle Gathering will take place in mid-May
Where: Quail Lodge & Golf Club, Carmel, CA
Admission: $75, which includes a wonderful lunch, parking and gear valet service
More: www.signatureevent.peninsula.com



Jeff Bushnell, www.jbushnellphotography.com

Best of Show — Gene Brown's 1932 Vincent HRD Python Sport



Jeff Bushnell, www.jbushnellphotography.com

Lynn Upham's 1927 Scott Flying Squirrel

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All photos, Neil Fraser ©2014, courtesy of RM Auctions

2012 Ferrari 599 SA Aperta and 2012 Ferrari 599 GTO

An anticipated bidding war ends up a mere skirmish, so a matched set of 599 variants sell for market rate

by Steve Ahlgrim



2012 Ferrari 599 SA Aperta
Chassis number: ZFF72RDB000186277



2012 Ferrari 599 GTO
Chassis number: ZFF70RDB000186276

The SA Aperta was announced at the Paris International Motor Show in 2010. It carried on Ferrari's tradition of creating limited-edition, drop-top V12 grand tourers, which included the 550 Barchetta and the 575 Superamerica. Only 80 examples would be made, and they had all been spoken for by the time they were announced publicly.

The SA Aperta offered here wears the distinction of being the last SA Aperta constructed, number 80 of 80. It shows just 290 kilometers (180 miles) and features all the available options as well as Ferrari Classiche certification.

This car, Lot 127, sold for $955,564, including buyer's premium, at RM's Monaco auction on May 10, 2014.

The name Gran Turismo Omologato was first used on the 1962 Ferrari 250 GTO, the pinnacle of the 250 series. The 250 GTO accumulated numerous wins at the Tour de France, Targa Florio, and the 24 Hours of Le Mans, proving to be the ultimate dual-purpose sports car.

In 1984, Ferrari unveiled the 288 GTO with the intention of competing in Group B rallying. Regulation changes canceled racing plans, but Ferrari produced 272 road-legal versions. Twenty-six years later, Ferrari would use the GTO name for a third time for their newest supercar, the 599 GTO.

The 599 GTO was not intended for racing, but it was developed directly from the track-only 599XX. It was the most powerful Ferrari road car ever at the time of its introduction.

This car is number 599 of 599, the last 599 GTO produced. It shows 290 kilometers (180 miles) and features every available option.

This car, Lot 128, sold for $493,194 at RM's Monaco auction on May 10, 2014.



SCM Analysis *Ferrari shocked the car world in 1996 by abandoning the popular Testarossa line in favor of the 550 Maranello. The 550 eschewed the Testarossa's mid-engine configuration in favor of a traditional front-engine placement.*

The 550 was a reinterpretation of Ferrari's traditional berlinetta configuration — with modern features such as power steering, good air conditioning, power seats and traction control. Ferrari dispelled any notion that design compromised performance by driving a 550 Maranello 100 kilometers (62 miles) at an average speed of 188.88 mph — a new world speed record.

The 550 Maranello was updated by the 575 M Maranello in 2002, and then the 599 GTB arrived in 2006. The 550 was a great car with excellent performance, a comfortable interior and a pleasant — but hardly breathtaking — body. The 575 upped the performance bar a little, but the appearance stayed nearly the same.

Enter the fire-breather 599

The 599 came from a different planet. It featured a 612-hp, 6-liter V12 engine derived from the Ferrari Enzo that blasted the 599 to 62 mph in a scant 3.7 seconds, an incredible half-second faster than the 575.

On the outside, the 599 was a Pininfarina design done under the supervision of Frank Stephenson. The body served a dual purpose of dressing the 599 and contributing to its performance. Details such as the wrap-around rear window were designed to utilize the airflow across the body to enhance performance.

Particular attention was given to the 599's interior. It was luxurious, functional and highly customizable. Ferrari customers spend an average of over $40,000 on options, and the interior is the cash cow. Carbon fiber, contrasting stitching and exotic skins were available at an extra cost. If you can dream it and it's legal in your market, Ferrari has a program to take your money.

The many versions of the 599

Several variations of the 599 were built as the model aged. Some were clearly credible — while others appear to exist merely to kick-start sagging sales.

The HGTE — Handling Gran Turismo Evoluzione — package was the first tweaking of the 599. Electronic upgrades speeded up shifts and improved acceleration. Larger wheels, stiffer springs, a new anti-roll bar and other suspension upgrades improved handling. Modifications to the exhaust tone were made to improve the driving experience, while the carbon-fiber interior accents sets the HGTE apart from the base 599.

The 599XX came next. This million-dollar, track-only model was marketed as a test bed of performance technology for customers to drive in an ultra-exclusive track series. The 599XX featured engine



Lot 127: 2012 Ferrari 599 SA Aperta



Lot 128: 2012 Ferrari 599 GTO



Lot 127: Aperta



Lot 128: GTO

modifications that boosted the redline to an incredible 9,000 rpm and upped the power output by nearly 130 horsepower. Engine upgrades were complemented by corresponding suspension and aerodynamic upgrades.

The 599XX morphed into the 599XX EVO through a $200,000 package of body, suspension and engine upgrades. The EVO was only incrementally faster than the XX, but increments count at this level.

The 599 GTO was announced in April of 2010 and immediately met with skepticism. The GTO is the most revered name in the Ferrari lexicon. The original 250 GTOs earned their status as the most valuable cars on the planet on racetracks throughout the world.

The next GTO, the 288 GTO, was also designed for competition but was felled by changing regulations. The 250 and 288 GTOs were unique in design and built in small quantities. In contrast, the 599 GTO would not earn its name on the track, and was not be particularly unique. Even the limit of 599 examples would hardly be a small production by Ferrari standards.

The 599 GTO featured performance upgrades passed down from the 599XX as well as others unique to the model. It was lighter than the standard model and had about 50 more horsepower. Styling cues set the model apart from the standard 599, but the 599 GTO was hardly distinctive.

Aperta means "open" in Italian, and the 599 SA Aperta is exactly that — an open-top 599. SA was added to honor Sergio and Andre Pininfarina for their contributions to Ferrari through the years. Like the Barchetta version of the 550, the Aperta was a very limited edition offered only to Ferrari's best clients. The Aperta boasts the mechanical underpinnings of the 599 GTO but softened for grand touring rather than sporting. The Aperta is essentially a convertible 599 GTO.

Ferrari also built a special-edition 599 GTB 60F1 Alonso, a couple of 599 one-offs and a hybrid 599.

A firecracker instead of a rocket

RM's two 599s were the rarest of the rare. They're probably the only matched-serial-number pair and absolutely the only last 599 GTO and last 599 SA Aperta. Certainly they were an important acquisition for the vendor. Keeping these cars together could ignite a bidding war, but would there be anyone else to share the passion?

The GTO sold for slightly less than it would have when new — and at about the current asking prices for 599 GTOs on eBay. The depreciation was less than most nearly-new cars — but a big disappointment for a limited-production, hyper-performance Ferrari GTO. The Aperta sold at a good premium over list — and also about the asking price of the few on the market today. Considering the Aperta was a special-edition one of 80 open-top, 12-cylinder Ferraris, anything less would have been a disaster.

In the end, the bidding war was just a skirmish. It was quickly over without either side losing many Benjamins. They seller had every reason to hope for more, but it wasn't to be. This was a day everyone should have gone home happy. ♦

(Introductory descriptions courtesy of RM Auctions.)

Details

Years produced: 599 Apertas, 2010–11; 599 GTOs, 2010–11
Number produced: 599 Aperta, 80 (Ferrari spotters claim more than 120 were built); 599 GTO, 599
Original list price: Aperta, $528,450; GTO, $416,550
Current SCM Valuation: Aperta: $450,000–$500,000; GTO: $450,000–$500,000
Tune-up cost: $3,000
Chassis # location: Top left of dash near the windshield
Engine # location: Right rear above motor mount
Club: Ferrari Club of America, Ferrari Owners Club
More: www.ferrariclubofamerica.com, www.ferrariownersclub.org
Alternatives: 2009 Alfa Romeo 8C Competizione, 2010–12 Aston Martin DBS Volante, 2006–11 Bugatti Veyron
SCM Investment Grade: 599 Aperta, B; 599 GTO, B

Comps



2010 Ferrari 599XX
Lot 44, s/n ZFF69PXX000170354
Condition 2+
Not sold at $903,616
RM Auctions, Paris, FRA, 2/5/14
SCM# 232242



2007 Ferrari 599 GTB Fiorano F1
Lot 64, s/n ZFFFD60B000155069
Condition 2+
Sold at $158,076
Artcurial, Paris, FRA, 10/20/13
SCM# 213490



2008 Ferrari 599 GTB Fiorano
Lot 789, s/n ZFFFC60A780157373
Condition 2+
Not sold at $140,000
Barrett-Jackson, Palm Beach, FL, 4/5/13
SCM# 216053



Lot 127: Aperta



Lot 128: GTO

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1965 Alfa Romeo TZ, s/n 750096. Matching numbers , late production, French-delivery Stradale. Very correct, complete and unmolested example. Zagato body number 808. $1,300,000



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1960 Mercedes-Benz 300SL. Strong presentation. Runs, drives superbly. Matching numbers. Very complete with hard and soft tops, fitted luggage, tools, books. Decades of known history. $1,275,000



1954 Alfa Romeo 1900C Touring 5-window coupe, s/n 1801. Beautifully restored example of one of Touring's iconic designs. LHD. Aluminum body. Ideal for tours and rallies. $210,000



1973 Volvo 1800ES. Yellow/Black. Straight example with outstanding original interior. Runs very well. 25,400 miles shown believed correct. Manual and tool kit. $33,500



1960 Corvette. Matching numbers example in Tasco Turquoise. NCRS Top Flight award winner. 270 hp 283 engine, dual 4-barrel carburetors, 4-speed manual, P/W, WonderBar radio. $128,500



1966 Zoomer, s/n BAZ3A. One-off Pete Lovely prototype with Shelby 260 V8. Williams & Pritchard aluminum body, rocker front suspension, independent rear suspension, cross over exhaust, inboard rear brakes. $125,000



1962 Bentley S2 Continental Coupe, s/n BC60LCZ . One of 27 cars built to H.J. Mulliner design 7514 in left-hand-drive. Lovely condition throughout. Comes with an impressive file of documents and service records. $395,000



1961 Cooper Monaco Buick, T61, s/n CM/3/61. Originally owned and raced by Bruce McLaren, then owned by Briggs Cunningham and driven by Walt Hangsen. Fully restored. Documented history. Extensive spares. $675,000



1950 Lagonda 2.6-Litre Tickford DHC. Rare opportunity to acquire a sound example of this sophisticated car. Fully independent suspension and twin-cam engine shared with DB2. Well restored and a pleasure to drive. $95,000



1929 Bugatti Type 40 Jean Bugatti Roadster, s/n 40845. Exceptional opportunity to a very rare car in its most sporting form. Original engine, gearbox and body. Eligible for events worldwide. $585,000



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1970 Aston Martin DBS Sports Saloon

Another chance to see how far celebrity appeal can bump a car's value over what it's technically worth

by Paul Hardiman



Simon Clay, courtesy of Bonhams

Chassis number: DBS5636R
Engine number: 4004665S

This famous Aston Martin DBS was manufactured in the spring of 1970, complete with special modifications for its role in the British television series "The Persuaders!" in which star Roger Moore drove it in almost all of the 24 one-hour episodes.

Moore had expressed an interest in the Aston Martin, which he felt would be ideally suited to the character of Lord Brett Sinclair. Aston Martin was keen, and filming commenced with the DBS featuring in a memorable race against Tony Curtis's Ferrari Dino from Nice Airport to the Hotel de Paris in Monaco.

"The Persuaders!" was pure escapism, and the on-screen chemistry between Moore and Curtis — and their relaxed, ad-lib style of acting — always made for great entertainment. After 24 episodes, Roger Moore was invited to take the role of James Bond, and so "The Persuaders!" was concluded.

After 24 years and 75,000 miles, the car was showing its age, and fourth owner Mike Sanders commissioned an uncompromising, no-expense-spared restoration to concours standards by Aston Martin. Sanders requested that the car be returned to the exact specification extant at the commencement of filming "The Persuaders!"

The restoration at Newport Pagnell took two years and was completed in 1997. The original engine and transmission were fully rebuilt, all ancillary equipment replaced or overhauled as necessary, and all electrical wiring renewed. The car retains all of its original major components as well as the interior leather and headlining, which did not require replacement. The DBS also retains its original radio in working order. Aston Martin Works installed an additional modern stereo unit, which is concealed within the glove box.

SCM Analysis *This car, Lot 222, sold for $889,166 at Bonhams' annual Aston Martin sale at Aston Martin Works in Newport Pagnell, U.K., on May 17, 2014.*

As the catalog had it, "PPP 6H represents a once-in-a-lifetime opportunity to acquire a true automotive icon, which is also of popular cultural significance." Or, let's see how far celebrity appeal can bump a car's value over what it's technically worth.

"The Persuaders!" didn't do well in America, so it might have passed you by, but this 1971 playboy action-adventure series teamed a pre-James Bond Roger Moore, playing Lord Brett Sinclair, with Tony Curtis as self-made oil millionaire Danny Wilde.

The show was filmed in France, Italy and England. The smooth and suave Sinclair drove Britain's finest, of course, while the flamboyant, "rough diamond" Wilde was issued a flashier Ferrari Dino. Moore fancied the DBS possibly because one had already appeared in the 1969 James Bond movie "On Her Majesty's Secret Service" (bizarrely, trivia fans, Moore never drove an Aston in his seven outings as Bond), but a new V8 wasn't available from Newport Pagnell. So, a DBS "Six" nearing the end of the production line was dressed up with

Details

Years produced: 1967–72
Number produced: 787
Original list price: $17,900
Current SCM Valuation: $70,000–$95,000
Tune-up cost: $600
Distributor cap: $45
Chassis # location: Plate riveted to left side of scuttle
Engine # location: Stamped on right side of block
Club: Aston Martin Owners' Club, PO Box 400, Drayton St Leonard, Oxfordshire OX10 7BG
More www.amoc.org
Alternatives: 1966–70 Maserati Mistral 4000, 1967–69 Chevrolet Camaro Z/28, 1968–69 Lamborghini Islero
SCM Investment Grade: D

Comps



1968 Aston Martin DBS
Lot 102, s/n DBS5200LAC
Condition 3+
Sold at $148,500
Bonhams, Carmel, CA, 8/16/13
SCM# 227096



1971 Aston Martin DBS Vantage
Lot 216, s/n DBS5739R
Condition 1-
Sold at $131,702
Bonhams, Newport Pagnell, U.K. 5/19/12
SCM# 201985



1968 Aston Martin DBS Vantage 007 replica
Lot 317, s/n DBS5148R
Condition 1-
Sold at $172,068
Bonhams, Newport Pagnell, U.K., 5/21/11
SCM# 179408

V8 badges and wheels.

One story doing the rounds was that Aston supplied only two of these alloy wheels, which were bolted to whichever side of the car was nearest the camera, with the steelies out of sight on the other. But that would have required a hub change too.

The BS 1 registration was real, belonging to circus owner Billy Smart, who permitted its use during filming — except for two brief scenes in one episode — "The Gold Napoleon," when the crew forgot to put the BS l plates on the car and its true identity of PPP 6H was revealed.

Great condition — and TV memorabilia

After filming, the car was sold into private ownership via HR Owen of London (they're still going), and since restoration was been serviced every year since 1997 by Aston Martin, except for the four years 2007–10 when it was handled by ex-Aston Martin Works Service Manager and engineer David Eales at marque specialist Oselli.

The DBS comes with a large file of photographs and memorabilia, and the underside of the trunk lid bears the signatures of both stars of "The Persuaders!" Moore provided his autograph in 2002, and Curtis signed in 2008.

Remaining in perfect, as-restored condition, it hasn't been out much in recent years except for the Aston Martin Owners' Club's Spring Concours in May 2011, where it appeared with a new owner. In the run-up to this sale, it appeared at the 2013 Concorso d'Eleganza Villa d'Este at Lake Como, and the Salon Privé Concours in London — as well as several Aston Martin Centenary events.

There was a pragmatic — and slightly sad — reason for the sale. The vendor, who'd owned the car since 2010 and clocked up some of the 6,000 miles since restoration, told me he was selling after family events had opened his eyes to the bigger picture: His brother had sadly passed on the day he retired from work, which rather concentrated our seller's mind. He now intends to make the most of his retirement, partly funded by selling the Aston.

It easily surpassed its $580k lower estimate, although that still represents only about a fifth of the price of the "Goldfinger" DB5.





Semi-Bond shaking and stirring

So, does the Bond effect rub off on the vaguely related? Almost. This DBS sold for about seven times what it was really worth, which is fairly consistent with 007 provenance. As we have seen from earlier sales of the Bond DB5 (February 2011, p. 48) and "The Spy Who Loved Me" non-submarine Lotus Esprit (that Bonhams sold for $165k in December 2008), a starring role with 007 behind the wheel multiplies the price of such distinctive cars about tenfold. Never mind that Roger Moore hadn't yet become 007 when this DBS ripped around in "The Persuaders!"

Interestingly, the only other DBS to have approached this level is the one-off shooting brake, DBS5730R, that Bonhams sold at the Works Service sale in May 2012, in similar restored condition, for $533,864. This was a big surprise, as only $100k was predicted pre-sale.

The previous year, a Vantage (DBS5148R) restored and replicated at huge expense to resemble the "On Her Majesty's Secret Service" Bond car fetched $172,068, but these are the exceptions.

During the past three years, the going rate for a normal DBS in perfect, restored order — and they are becoming more numerous as values slowly rise — has stabilized around £75k, or $140k, which is about half a DB6. This week at least, because the DB5's replacement is climbing fast, and we expect the DBS to follow it.

So, well sold for now, and perhaps well bought in the future. ♦

(Introductory description courtesy of Bonhams.)

Back in the public eye

The new owner of this Aston Martin is London solicitor Jeremy Levison.

"I was not surprised by the amount of interest drawn by the DBS at the auction," Levison said. "Quite apart from being a sensational car, it epitomizes British style in one of the most famous TV series of all times."

Levison will give the Aston more outings than it's been accustomed to, the first being the new Salute to Style Concours at the Hurlingham Club in London on July 16–19. This is a brand-new event "to celebrate the best classic masterpieces in the racing world." See www.hurlinghamclub.org.uk/salutetostyle.



1993 Bugatti EB110 GT

The EB110 GT has successfully crossed the divide from curiosity to serious collector interest

by Donald Osborne



Bernard Canonne ©2014, courtesy of RM Auctions

Chassis number: ZA9AB01E0PCD39031
Engine number: 044

Italian Ferrari dealer Romano Artioli dreamed of resurrecting one of the most storied marques in automotive history: Bugatti. Artioli's Bugatti Automobile SpA was established in October 1987, and construction of a new, state-of-the-art factory in Campogalliano, Italy, began the following year. When it was ready, the EB110 — Ettore Bugatti 110, honoring the great man's 110th birthday — debuted on September 15, 1991, in front of the Grande Arche de la Défense in Paris.

The EB110 GT was a supercar in the truest sense of the word, as it was powered by a 3.5-liter V12 with four turbochargers, which was an industry first. Mated to a 6-speed manual transmission, it was capable of producing 560 horsepower, sufficient to move the EB110 GT to a top speed of 213 mph. The angular, modern styling was penned by Giampaolo Benedini and Marcello Gandini, and it bore Gandini's signature "scissor doors," which only added to the model's exotic looks.

Unfortunately, due to the effects of a worldwide economic recession, the success of the new Bugatti proved short-lived. The manufacturer went bankrupt in 1995, and its assets were sold to Jochen Dauer, whose resources allowed for an additional 11 production cars to be completed before production of this fascinating supercar ceased for good.

On May 11, 1993, this car, finished in the incredibly rare shade of Verde Scuro, was delivered to its original owner, a German enthusiast by the name of Polhmann. It is believed to have later passed through the care of owners in Austria and Monaco before coming into the ownership of its present caretaker, an enthusiast based in Italy.

EB110s have always had a strong following, as they provide incredible performance even by today's standards. Even though Artioli's Bugatti was short lived, it still carried on Bugatti's tradition of creating the finest sports and racing cars for the most discerning of clients. The odometer on this example reads just over 24,000 kilometers (14,912 miles) from new, and when considering its striking dark green finish and incredible condition, this is truly an opportunity not to be missed.

SCM Analysis *This car, Lot 123, sold for $385,294 (€280,000) including buyer's premium at RM Auctions' Monaco sale on May 10, 2014.*

It is acknowledged today that the Bugatti EB110 is a car worthy of carrying the legendary name, and that the Bugatti dream of Romano Artioli came from a place of serious respect and understanding. That the cars are recognized and included in the ranks of the Bugatti Club of France tells much about the quality of the EB110 and the work that Artioli's team carried out to create it.

So, now comes the question of its longevity on the collector car scene. As a curiosity, like a DeLorean or a Studebaker Avanti, it would always have a certain following and retain a certain level of value. But as almost all Bugattis are considered to be blue-chip collectibles or nearly so, what of this one? Add to that the rarity of contemporary classics.

Details

Years produced: 1993–95
Number produced: 139
Original list price: $350,000
Current SCM Valuation: $265,000–$330,000
Tune-up cost; $3,500
Chassis # location: In left door jamb
Engine # location: Right-hand side of engine block below exhaust
Club: Club Bugatti France
Website: www.club-bugatti-france.net
Alternatives: 1986–88 Porsche 959, 1991–93 Jaguar XJ 220, 1994–98 McLaren F1, 1988–91 Ferrari F40
SCM Investment Grade: B

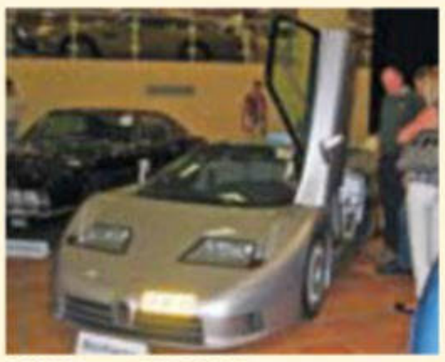
Comps



1995 Bugatti EB110 GT
Lot 247, s/n ZA9AB01EOPCD39057
Condition 2+
Sold at $364,298
RM Auctions, London, U.K., 10/28/09
SCM# 152482



1994 Bugatti EB110 GT
Lot 135, s/n ZA9AB01EOPCD39052
Condition 1-
Sold at $315,115
Bonhams, Monte Carlo, MCO, 5/10/08
SCM# 116676



1995 Bugatti EB110 GT
Lot 122, s/n ZA9AB01EOPCD39022
Condition 1
Sold at $259,200
Bonhams, Monte Carlo, MCO, 5/21/07
SCM# 45708

While it possesses a noble name, it is still an orphan car, as the bloodline was irretrievably broken in the 1950s. So has the appeal endured and is the EB110 GT likely to become as desired a collector's item as the Bugattis of the 1920s and 1930s, not to mention its contemporary — the McLaren F1?

Slowly drifting upward

Since 2000, when the first listing appears in the SCM Platinum Auction Database, the EB110 GT has traded in a fairly narrow, slowly upward-drifting range from just under $200k to just over $300k at public auction and at dealers. The uprated SS model, of which just over 30 were made, has sold for a bit more. However, as one of those sales was of an SS owned by Michael Schumacher for over $700k, the average became a bit skewed. The sale of our subject car seems to be right in line with the prevailing trend of incremental upwards growth.

Bonhams sold another EB110 GT in Monaco at their sale here in May 2007, and comparing the two sales demonstrates the effect of that slow but steady increase — even taking into account currency exchange fluctuations, which must be done in cases such as this. The car from 2007 sold at €199,913, or $259,200, this one for €280,000, or $385,294. The exchange rate in May 2007 was €1.00=$1.29; this May it stood at €1.00=$1.37. Looking at the result in euros, this car sold for 40% more than the 2007 example and in dollars 48% higher — with the difference attributable to the loss in buying power of the U.S. dollar.

By any measure that's a healthy appreciation. When I looked at this car in Monaco, I was struck not only by the good condition, but that it had the feel of a regularly, if gently, used car. Having covered an average of only 1,142 km (709 miles) a year, it was hard to tell when that use came, but the car didn't seem to be a static display piece. The colors were also quite attractive. The dark metallic green suited the shape well — better than the most-often-seen French Blue. Darker shades seem to unite the design elements in a way not seen in brighter ones.

Rapidly passing on the highway

In fact, the weekend in the Principality featured another dark-hued EB110 GT, driven by SCM's own Simon Kidston, who found his to be the perfect conveyance for a quick dash from Geneva to Monaco and back. The road to Monaco from Italy is the A10 highway, evocatively named "Autostrada dei Fiori" or "Highway of the Flowers." It winds sinuously along the coast, through short tunnels which reveal stunning deep, green valleys on one side and the shimmering Mediterranean Sea on the other.

One always stays alert on Italian highways for faster traffic approaching in your mirrors, but I was quite startled to find mine being rapidly filled by a dark, low shape coming at considerably more than the 150 km/h (93 mph) our Fiat 500L was traveling.

In a flash, I darted into the right lane and hoped the car would be by me before I rear-ended the little pickup in front of me and sure enough, the maroon Bugatti EB110 flashed by in the blink of an eye. Later, I saw the car parked near the casino and commented that it was the car that had passed us on the road earlier.

When I ran into Simon at the RM Auctions preview and happened to mention my encounter, he grinned and said, "Oh yes, that was me — but Emanuele (his colleague at Kidston SA) was behind the wheel!" Emanuele shyly smiled and slowly shook his head "no." Whoever was at the helm, it was certainly clear that the EB110 GT is a powerful car that can be used as it was intended.



Coping with an orphan

So are there any challenges with actually using an orphan quad-turbo V12 supercar on a regular basis on the open highway? In the spirit of "Ask the man who owns one," I asked Simon.

Simon is someone who wouldn't "own any car I can't use." So, Simon finds that driving his EB110 both fast and often is quite natural. Regarding service, he maintains it at the original dealer in Geneva — which might not be an option for someone living in Chicago, who would also be a bit further from a company called B Engineering in Campogalliano, Italy. Set up by former employees — including the head of production of the Artioli operation, whose showcase factory is steps away — the company maintains a large stock of spare parts.

As for driving it fast, Kidston declared, "At 280 kilometers per hour, it was still accelerating." He admitted that most owners don't use their cars the way he does, although he thinks running costs are lower than those for a McLaren F1 or Porsche 959. It is a shame that we never saw the prototype EB112 4-door model enter production. A faithful updating of the 'conduite intérieure' such as the Bugatti Type 57 Galibier sedan of the 1930s, it could have been an amazing creation, a true 4-seat supercar.



A very collectible orphan

My answer to the question posed above is that as an appraiser doing my market research and analysis, the data lead me to conclude that indeed the EB110 GT has successfully crossed the divide from curiosity to serious collector interest. How far it continues to appreciate will, I believe, be seen in why new owners buy their cars and how they are used. Because of their rarity and the short production life, there is not much information about their dynamic capabilities. It is those above all else which make these cars desirable.

I am reminded that they were sold new with a no-cost, three-year service plan. They were meant to be driven. If more people use them as Simon Kidston does his, their esteem is bound to rise higher. This should be called bought just right, and I understand the SCM Pocket Price Guide is being adjusted. ♦

(Introductory description courtesy of RM Auctions.)

The Cumberford Perspective

If only it were a good-looking car…

By Robert Cumberford



Marcello Gandini gets most of the credit/blame for this ungainly, unimaginative flat-sided design, but to my mind the sad shape is pretty much the work of Giampaolo Benedini, an architect-industrial designer (and a member of Romano Artioli's family). Benedini did a fine job on the now-abandoned showpiece factory, but he really messed up the car itself. Only the centerline profile speaks of The Great Gandini.

The concept of bringing back Bugatti was wonderful. Well before the Paris unveiling, I wrote that the resurrection of Bugatti was the design job of the century, but I wondered if anyone could do it. The answer, so far, through two groups of owners, is not yet. None of the cars — the EB110, the several Giugiaro show-car efforts or the heavily Germanic Veyron variants — have the elegance, lightness and startling visual audacity of true Ettore and Gianberto Bugattis.

From the silly little keyhole-size, not-quite-horseshoe-shaped pursed mouth to the geometrically inconsistent rear fascia composition, this is a collection of dull conventional clichés — a boy's homeroom sketch-pad design. Economic conditions were bad, yes, but the car's lack of compelling beauty must have played a big part in the Campogalliano collapse. ♦

FRONT 3/4 VIEW

❶ Sorry. The opening needed to be bigger, brighter and curve inward at the bottom exactly like a horseshoe.

❷ That the lamps were visible in the daytime was a safety factor, but the trapezoidal shape was clumsy.

❸ High haunches put the mirrors up on stalks, which was necessary but extremely inelegant.

❹ These air-evacuation trenches seem inspired by underground parking entrance ramps. They further break up the frontal composition.

❺ The compound curved windshield and side glass are quite nice, but the Subaru SVX-style opening panels spoil the teardrop idea.

❻ No mystery here. A big, dark hole looking like a big dark hole for engine compartment ventilation.

REAR 3/4 VIEW

❼ A wing is probably necessary for stability, but at least it drops into the surface when the car is parked.

❽ Supercar or delivery truck? The embarrassingly flat sides are good for painting signs — but not for something meant to evoke a bullet.

❾ Wheels make reference to those on Bugatti Types 41, 49 and 50, but are nonetheless puffy in the center portion, not at all in Ettore's style.

❿ Pure architecture, these rectilinear holes in the side, totally lacking in fantasy and/or grace.

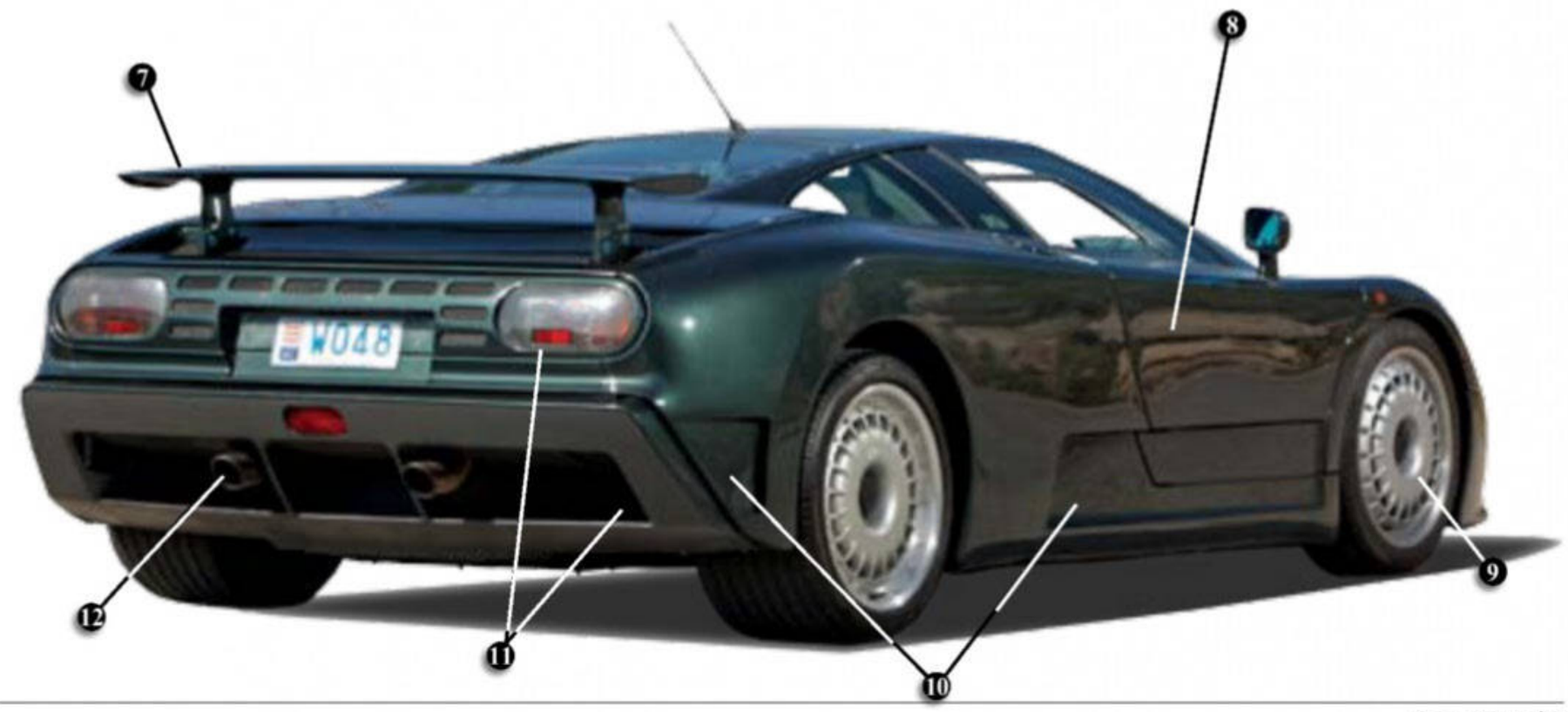
⓫ A real, and nasty, clash in composition. Oval, not even elliptical, lamps, vaguely similar rounded-corner vents, and then sharply rectangular holes below. Messy, very messy.

⓬ Exhaust pipes are round and banal, but they are sufficiently apparent to have merited some shaping of their tips.

INTERIOR VIEW

(see previous page)

● It looks comfortable, apart from difficulty in crossing the too-high, too-wide sill. The seats and steering wheel look like they came from a 1970s GM mid-market coupe, and the wood instrument panel is woefully inappropriate for the spectacular performance capabilities.



Morris & Welford, LLC

INTERNATIONAL SPECIALIST HISTORIC CAR CONSULTANTS & BROKERS



1963 PORSCHE 904 CARRERA GTS PROTOTYPE

Offered exclusively from The Tom Mittler Collection

Chassis Number 904-003 is the third Porsche-built prototype of its type and was used by the factory for their official 904 press release. Featured in the February 1964 issue of *Car & Driver* magazine.

OTHER CARS AVAILABLE

1954 Jaguar XK120 SE Roadster
1955 Mercedes-Benz 300SL 'Gullwing' Coupe
(choice of two, both original colors and with matching numbers)
1955 Maserati A6GCS/53 / 2000 Spider by Frua
1960 Mercedes-Benz 300SL Roadster *(fully restored)*
2008 Maserati MC-12 Versione Corse *(1 of 12 built)*
1948 Alfa Romeo 6C 2500 *Coachwork by Colli*
1972 Ferrari 246 GTS Dino *(USA model)*
2004 Ferrari Enzo *(Euro model)*
1959 Deutsch-Bonnet
1958 AC Ace Bristol
1961 Ferrari 400 Superamerica
1966 Porsche 906 Carrera
1964 Alfa Romeo TZ1

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1983 Porsche 911 Type 930/935 Turbo

One of the first Sonderwünsche — Special Wishes — factory-built Porsches was a one-off monster of a car in its day

by Prescott Kelly



Simon Clay, courtesy of Bonhams

Chassis number: WPOZZZ93ZDS000817
Engine number: 6700689

A prolific collector of fine automobiles, Mansour Ojjeh was ideally placed to secure for himself from Porsche a specially modified version of the German manufacturer's ultimate road car: the fearsome 911 Turbo.

Group 4 homologation rules, which required 400 road cars to be built, had spurred the development of Project 930 — the original 911 Turbo. In production from April 1975, the Turbo married a KKK turbocharger to the 3.0-liter RSR engine, a combination which, in road trim, delivered 260 hp for a top speed of approximately 246 km/h (152 mph). The engine was enlarged to 3.3 liters for 1978, gaining an inter-cooler in the process; power increased to 300 hp and the top speed of what was the fastest-accelerating road car of its day went up to around 258 km/h (160 mph).

The 911 Turbo's raison d'être — the racing 934 and 935 — had pioneered what would come to be known as the Slant or Flat nose, and this new look was soon in demand from 911 customers. Kremer Racing offered a conversion, and this service was later taken up by the factory's own Customer Department to special order (Sonderwünschen) from 1981, becoming an official option only in 1986. The front wings were steel, incorporating cooling vents and pop-up headlamps (early examples had them in the air dam) while the rears had extra cooling intakes. There were different sills, and along with the body modifications came an even more luxurious interior.

For his own special 911 Turbo, Mansour Ojjeh opted for the 935-type bodywork and an engine tuned to produce 375 hp, an increase of some 25% over standard. Maximum torque went up to a tire-shredding 361 lb/ft. According to the Porsche specification sheets on file, the result was a top speed of approximately 285 km/h (177 mph) and a 0–100 km/h (0–62 mph) time of 5.2 seconds.

In addition to the 935-type bodywork, the sheets list the following special equipment: roll bar, automatic harness, Recaro seats, wooden dashboard paneling, central locking, lowered suspension, competition shock absorbers and competition stabilizers. Copies of the car's original factory documentation (on file) refer to it as a "Porsche 911 Turbo Spezial." Unrestored, but maintained in first-class condition, this unique and historic Porsche 911 Turbo is worthy of the closest inspection.

SCM Analysis *This car, Lot 52, sold for €230,000 ($315,445), including buyer's premium, at Bonhams' Spa Classic Sale at Spa Francorchamps, Belgium, on May 14, 2014.*

This highly modified 930 makes an excellent Porsche for analysis because it was a Porsche factory-built special. It was one of the early cars to come out of Porsche's answer to the tuners of the day (DP, Kremer, Koenig, et al), the Sonderwünsche ("Special Wishes") Department, later better known as Porsche Exclusive.

Details

Year produced: 1983 (a one-off)
Number produced: One
Original Price: N/A
Current SCM Valuation: $275,000–$300,000
Tune-up cost: $2,000 to $2,500, including valve adjustment
Distributor cap: $19
Chassis # location: Aluminum plate trunk front sill plate; stamping on inner trunk above gas tank
Engine # location: On vertical fan stand under fan facing right
Club: Porsche Club of America
Website: www.pca.org
Alternatives: 1984–85 Ferrari 288 GTO, 1985 BMW M635Csi, 1992–96 Ford Escort RS Cosworth
SCM Investment Grade: A

Comps



1981 Porsche 935 K3
Lot 162, s/n 935K30010020
Condition 3
Not sold at $765,000
Sportscar, Geneva, CHE, 10/6/07
SCM# 48161



1981 Porsche 935 IMSA Group 5
Lot 248, s/n JLP3
Condition 3+
Not sold at $680,000
RM Auctions, Amelia Island, FL, 3/10/07
SCM# 44646



1981 Porsche 935 78
Lot 267, s/n 93581JR001
Condition 2
Sold at $412,000
RM Auctions, Monterey, CA, 8/19/05
SCM# 39213

A special client gets a one-off monster

The base car was a 930 Turbo with a ROW production serial number (U.S. Turbo models having been suspended between 1980 and 1985). Because the car was constructed for a very important client, not a lot of the stock 930 was left at the end of the project.

The buyer was Mansour Ojjeh, whose Saudi father, Akram, had founded Techniques d'Avant Garde. TAG was a trading firm that prospered by exporting European goods to Saudi Arabia.

TAG later became well known as the sponsor of the Williams Formula One team, and then partnered with Ron Dennis's McLaren team, after Dennis's 1982 buy-out of Americans Teddy Mayer and Tyler Alexander. TAG Group soon would buy 60% of the team. TAG Turbo Engines then commissioned Porsche to build their 1.5-liter turbo V6s that debuted in 1983 and powered the McLaren-TAG team to the World Constructors' Championship in 1984 and 1985, plus the Driver's Championship again in 1986, with Niki Lauda and then Alain Proust. Between 1984 and 1987, the TAG-Porsche engine powered the team cars to 25 wins in 68 starts with 18 fastest laps.

While McLaren paid about $500,000 for the design of the Type 2623 Formula One engine, TAG funded construction of all 50-plus engines and all their rebuilds. Needless to say, the Ojjehs were very important clients for Porsche. Thus when Mansour Ojjeh requested a special Turbo early on in the relationship, the Factory leapt to the task.



A memorable car

Bonhams presented factory documentation on the car's build: letters, specification sheets, and photographs that Porsche put into a portfolio on the car for Ojjeh. One photo shows PAG President Peter Schutz delivering the car to Ojjeh with Zuffenhausen plates 862-Z-3425. My good friend Rolf Sprenger ran Porsche's Sonderwünsche/Exclusive Department for many years. He remembered this project well:

"Originally, Mansour wanted to buy a 935 race car modified for a road license, similar to what Graf Rossi [author note: of Martini-Rossi, Porsche's primary racing sponsor in the early 1970s] did with his road-licensed 917. But such was no longer legally possible. So, we at Werk 1 built up a car with Elmar Willret and Rainer Ulbrich, and their crew doing the work. We built it on a stock 1983 930 chassis. Mansour came to Werk 1 twice to see the construction, which took about six months. We first presented the car to him in Weissach, and he took it out on the test track."

Porsche had responded to Ojjeh's request by creating an early supercar. The 3.3-liter engine was a stock Type 930/66 unit, number 67D0689, well modified to deliver 380 horsepower and 360 foot-pounds of torque, vs. 300 and 280, respectively, for a normal 3.3-liter Turbo. This car reportedly was good for 5.2 seconds 0–100 km/h (62 mph), with a top speed of 175 mph vs. 5.0 seconds but only 155 mph for a stock 1983 Turbo. The gearbox was the standard 930/34 four-speed with a cooler.



Porsche to the max

The car's appearance was more extreme, with a 935-derived all-steel flachbau *— flat nose. The car also got boxed rockers, a front air dam and a huge rear wing, plus over-sized rear fenders adorned with leading-edge air inlets. This was altogether a look that the factory would offer more broadly starting in the later 1980s, albeit in a less extreme version.*

The car got a roll bar, Recaro performance driving seats and a competition-derived suspension. It also got electric windows, a large stereo system, and a full tan interior with rear storage compartments as on the 1987–88 Club Sports. Wheels were center-lock BBS modulars, 10 inches by 15 inches in front and 13 by 15 inches in the rear, with Pirelli P7s all around. One of the factory photographs describes the car's underpinnings as a "Type 934 Chassis." The Turbo weighed in at over 3,300 pounds — a fulsome road car. For 1983, this Porsche-built special was a breakthrough and a progenitor of Special Wishes cars to come.

A restoration away from full value

As presented at auction, this Sonderwünsche Turbo was reportedly in its original state, unrestored, and in excellent condition. It had 12,004 miles showing. A Belgian friend traveled to Spa to try to buy the car, but found it so heavily used that he passed. It was very dirty, had mice droppings, lots of repaint — was generally shabby. He opined that it needed a full restoration. Similarly, the SCM auction editor on site found the car to be well worn and was of the opinion that the odometer had probably been around once. *(See auction report, page 78.)*

Given the unexpected used — or perhaps abused — condition, I consider the $315,500 price to be on the high side. The build specs, the documentation, and the Mansour Ojjeh ownership are all big pluses. A full restoration from now, the car will not be outlandishly above its anticipated market value. ♦

(Introductory description courtesy of Bonhams.)

1934 Chrysler Custom Imperial CX Airflow

The Airflow was a pioneer in modern car design, but it bombed in the showrooms

by Carl Bomstead



Courtesy of Auctions America

Chassis number: 7901468

The Chrysler Airflow was a brilliant and revolutionary creation with the promise of cutting-edge design and technology. Easy flowing lines swept to the rear and allowed air currents to slip by while passengers relaxed and settled into seats as big and soft as divans. Artistry of the highest order was apparent in every detail of the refreshing, new-style interior. Chrysler was proud to proclaim that the new Airflow was the result of master craftsmen working with untiring hands to set a new standard for a custom-built motorcar, endowing the model with "the atmosphere of a smart, modern penthouse."

Credit for the Airflow is properly given to engineer Carl Breer, who with Owen Skelton and Fred Zeder, formed Chrysler's "Three Musketeers." The streamlined shape was the result of groundbreaking wind-tunnel research with the assistance of aviation expert Orville Wright to study which forms were the most efficient shapes in nature that could be suitable for an automobile. Chrysler called it "the first real motorcar." It was an engineering triumph, incorporating a combination of features rare when the Airflow was introduced, but eventually to become commonplace in automotive design.

Having received a full rotisserie restoration, this rare Airflow is concours-quality. The body, paint, chrome, brightwork and glass are all in excellent condition. Similarly, the soft green leather upholstery and interior is absolutely exquisite. It would be difficult to locate and purchase a finer example of the acclaimed Chrysler Airflow.

SCM Analysis *This car, Lot 5114, was offered from the John Scotti Collection and sold for $213,400, including buyer's premium, at Auctions America Spring sale in Auburn, IN, on May 8–10, 2014.*

Innovation often comes with a price. The initial idea, regardless of the benefit, is often ignored as too radical or different. Success only comes later as others pick up the fallen torch.

That was certainly the case with the Chrysler Airflow.

The car offered increased safety and performance — along with a quieter and more comfortable ride. Only 11,016 Airflows were sold in 1934, as the car was viewed as too different and radical. Sales continued to fall, with only 4,610 Airflows sold in 1937, when Chrysler threw in the towel. Today, however, the aerodynamic shape of modern automobiles can be traced to the Airflow's initial development.

Engineer Carl Breer and his team, with the assistance of Orville Wright, built a basic wind tunnel and tested the air resistance on various shapes of wooden car models. They determined that the resistance was lessened when the cars faced away from the wind. In other words, they were more efficient when driven backwards! They determined that by moving the weight forward, the car

Details

Year produced: 1934–37
Number produced: 106 1934 CXs
Original list price: $2,345
Current SCM Valuation: $135,000–$185,000
Major service cost: $250
Distributor cap: $35
Chassis # location: Plate on right door hinge
Engine # location: Upper left of cylinder block
Club: Airflow Club of America
More: www.airflowclub.com
Alternatives: 1934–36 DeSoto Airflow, 1934–36 DeSoto Airstream, 1935–36 Chrysler Airstream
SCM Investment Grade: B

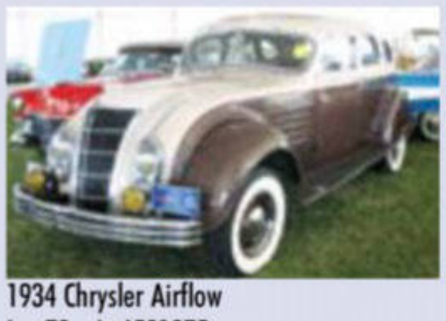
Comps



1937 Chrysler Airflow
Lot 848, s/n 7023319
Condition 3-
Not Sold at $19,000
Auctions America, Fort Lauderdale, FL, 3/16/12
SCM# 197199



1935 Chrysler Imperial Airflow
Lot 146, s/n C23227
Condition 3+
Sold at $66,000
RM Auctions, Plymouth, MI, 7/30/11
SCM# 183024



1934 Chrysler Airflow
Lot 70, s/n 6501075
Condition 3
Sold at $41,800
Worldwide Auctioneers, Seabrook, TX, 4/30/11
SCM# 177936





would displace more air and it would move more smoothly around the car. As a side benefit, when they moved the rear seat to a position ahead of the axle, the rear passengers enjoyed a smoother, roomier ride.

A prototype, called the Trifon, was constructed in secret and incorporated these novel design features including a monocoque — unibody — metal frame that supported the body. This was at a time when many manufacturers were still using wood body frames.

Cliff-jumping stunts

As an aside, Chrysler, as a promotional stunt to demonstrate the strength of the frame, rolled an Airflow off a cliff and drove it away under its own power. Well, on the second attempt they drove it away. On the first try, the car landed on its top.

Walter Chrysler shared his engineering team's excitement for the car, and he ordered it into production not only as a DeSoto but also as a Chrysler that would be part of Chrysler's 10th anniversary celebration.

The Airflow was introduced at the New York National Auto Show in January of 1934, and the car "That literally Bore a Hole through the Air" was ordered by the thousands. Production issues, however, delayed deliveries, so buyers turned elsewhere. Breer pointed to these delays as the reason for the poor sales, but enthusiasm waned even with extensive promotion.

The 1934 Chrysler Airflow was offered in three series: the Model CU or Airflow Eight, the Airflow Imperial CV and the Custom Imperial CX and CW with a 137- and 146-inch wheelbase. They were all fitted with 8-cylinder engines — and the massive, sloped waterfall grille that extended into the hood.

A modified grille

Dealers often updated 1934 Airflows with the more sedate grill that was introduced in 1935. That was the case with our subject car. The car also was finished in a stunning shade of green. While this was not a color offered by the factory, it could have conceivably been obtained via special order. The interior was finished with contrasting green leather in the front and broadcloth in the rear. It was fitted with four-bar bumpers, which were correct for the CW cars — but not the CX presented here.

A record sale

The Chrysler Airflow CW and CX have Full Classic status, and some additional Airflow series have recently been granted the same status. This should have a positive effect on future values, although our subject car has been offered for some time at a figure close to $250,000.

Only 106 CX Airflows were produced, and 78 of them were 6-passenger limousines, making this a very rare car. Nonetheless, the price paid here was certainly aggressive and is a high-water mark for the much maligned Chrysler Airflow. Well sold — for now. ♦

(Introductory description courtesy of Auctions America.)



1964 Alpine M64

This iconic car was created by Frenchmen to compete for the glory of France in French races

by Thor Thorson



Neil Fraser ©2014, courtesy of RM Auctions

Chassis number: 1711

In 1955, Alpine was founded by Jean Rédélé, who originally modified and campaigned Renault 4CVs but quickly found success in many of the world's most illustrious sports car races. Soon enough, Rédélé started building his own cars on the 4CV chassis and mechanicals, with the A106 being produced in 1955. Nevertheless, Rédélé's passion for racing never wavered, and in 1962, he introduced the M63, which was developed specifically for sports car racing. An updated version, dubbed the M64, was released for the 1964 season, and it was largely based on its predecessor. Just three examples were built, chassis 1709, 1710 and 1711.

The final M64 produced, chassis 1711, debuted on the world stage at the 1964 24 Hours of Le Mans. At this event, taking place on June 21, chassis 1711 started 36th on the grid, but it was ultimately the 17th car to cross the finish line. The car completed 292 laps and covered just under 3,921 km (2,436 miles), leading to a 1st in class finish for the team's second outing at the fabled race. With an average speed of 163 km/h (101 mph), the Alpine finished eighth in the performance index and first in "thermal efficiency" for the most fuel-efficient car over the course of the race, averaging around 21 mpg!

Following its retirement from racing, the car was retained by Alpine as a prototype for the A210, and the rear section of the body was modified at the factory. The rail fins were added to allow back-to-back aerodynamic testing. It was sold in tired condition to J.L. Marnat of France, who sold it in October 1977 to its current French owner, who has retained the car in his possession ever since. Earlier this year, the car finished a complete restoration to M64 specifications, but it still retains its development tail that was successfully applied to the A210.

SCM Analysis *This car, Lot 156, sold for $431,545, including buyer's premium, at the RM Monaco auction on May 10, 2014.*

Everybody wants to win Le Mans. If this is not universally true, it certainly is true for performance-oriented European manufacturers — and particularly the French. For them, Le Mans is more than an icon; it is the Holy Grail. Unfortunately, Le Mans is a very long race on a very fast circuit, so bigger cars are definitely favored — I don't think it has ever been won by a car under 3 liters.

This presented a problem for France during the early 1960s, as their entire industry didn't produce a single automobile engine over 2 liters. The fallback was to win something at Le Mans rather than the race itself, and the Le Mans organizers obliged by creating a special award, the Index of Thermal Efficiency, which clearly favored tiny cars and was almost reserved for French entrants.

As noted in the catalog copy above, Alpine was started in the mid-1950s to prepare and rally Renault-based cars. By the early 1960s, Alpine was for all intents and purposes the Renault competition department. Although the primary focus was on rallying, the attractions of Le Mans presented an irresistible temptation to Alpine's managers. The quasi-production Alpine A110 was way too heavy for endurance racing use, so they decided to create a purpose-built road racer in the M63 and successor M64.

Production or prototype?

This is a good time for a quick digression into the arcana of FIA racing groups, particularly as they applied

Details

Year produced: 1964
Number produced: Three
Original list price: N/A
Current SCM Valuation: $250,000 to $300,000
Engine # location: N/A
Chassis # location: N/A
Club: Club Alpine Renault
More: www.clubalpinerenault.org.uk
Alternatives: 1963–64 Alfa Romeo TZ-1, 1959–60 Austin-Healey Sebring Sprite, 1962–64 Lotus Elan
SCM Investment Grade: B

Comps



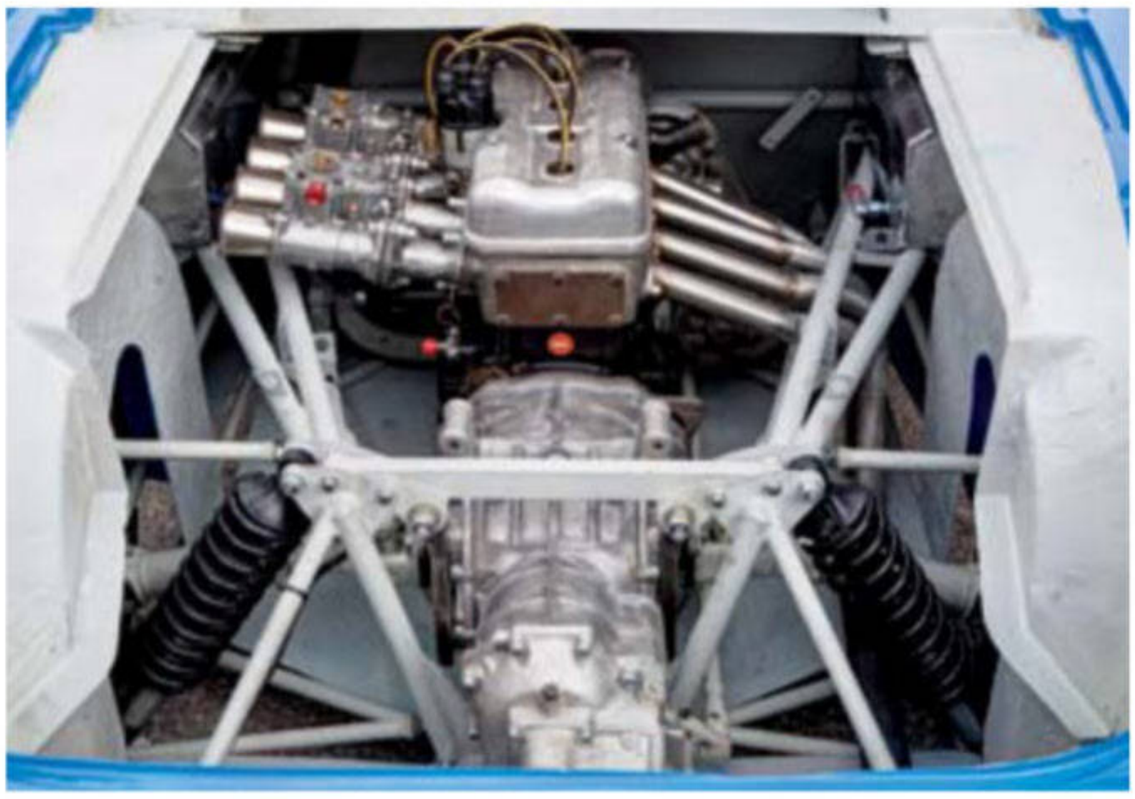
1961 Alfa Romeo SZ-1
Lot 28, s/n AR1012600107
Condition 1-
Sold at $442,924
Bonhams, London, U.K., 1/1/13
SCM# 231868



1971 Alpine Renault A110S Group IV
Lot 384, s/n 17544
Condition 2+
Sold at $125,405
Bonhams, Paris, FRA, 2/5/2011
SCM# 175157



1961 Fiat Abarth 1000 Bialbero Competition
Lot 621, s/n 1128948
Condition 1-
Sold at $337,000
Bonhams, Carmel, CA, 8/12/10
SCM# 165563





to Le Mans in this era. The original idea of Le Mans was that it was an endurance test for production automobiles, but pure racers became welcome because they made for a much better show.

To allow this while maintaining the illusion of production racing, the organizers created two categories: Grand Touring and Prototype. Grand Touring is production cars: sports and GT cars with standard specifications and a substantial minimum number built. The pure racers were imagined to be prototypes of eventual production cars and had no minimum number (although they had to meet certain "production" standards, such as luggage space and a spare tire). The Grand Touring cars had six displacement classes from 1,150 cc to over 5 liters, but Prototypes had three, about which we'll talk later.

Determining what was truly production and what was prototype could be a bit tricky; Porsche's 904 with its 2-liter, 4-cylinder engine was a GT car, while the same car with the 8-cylinder engine was a prototype. Ferrari's GTO/64 (of which they built three) was considered a variation of a 250 SWB and thus competed as a 3-liter production Grand Touring instead of Prototype — go figure.

All of this was academic for Alpine: the M64 was a purpose-built road racer with a tubular frame and suspension, Hewland transaxle, very special DOHC head with Webers, and a custom-designed body. The only "production" component in the entire car was the Renault R8 block bored out to 1,148 cc. It was going to have to run as a Prototype. Like the Porsche 907 I discussed last month (July 2014 Race Profile, p. 64), Alpine's hopes for success depended on the car being tiny, extremely light, ultra-low drag, and very reliable. The Alpine M64 proved to be all of these things, and it achieved glory for Le France at Le Mans, running flawlessly through the race, finishing well, and winning the Thermal Efficiency award.

A class for France

It also won its class at Le Mans, but a bit of explanation is in order here. The FIA set many aspects of the rules defining production GT and Prototype, but promoters, and particularly Le Mans, were allowed great leeway in how they wanted to set the displacement limits for the classes. Le Mans and Reims, the two French venues, chose to be sure there was an appropriate class for the national flag bearers. The Prototype classes at Le Mans for 1964 were set as follows: Over 5 liters (big V8s), 3 liters to 4 liters (Ferraris, Cobras and GT40s), and 1,000 cc to 1,150 cc (guess who). At Reims a few weeks later, the limit was a more generous 1,300 cc, but the three M64s finished 1, 2, 3 in their class anyway.

Always a French racer

Alpine's aspirations didn't seem to extend beyond France, so with the two French rounds of the world championship circuit finished, the M64's job for the 1964 season was largely complete. It ran a few hill-climbs and the Paris 1000 km before the end of the season. Afterwards, it served as a test bed in the development of the successor M65. It was entered in the French rounds of the 1965 championship, primarily as backup, with middling results, then acquired its fins acting as a design prototype for the A210 of 1966 (the original M64 design had no fins at all, having sort of a pinched-off rear section).

At this point Alpine sold it as a very tired old racing car (to a Frenchman, of course, who in 1977 sold it to another). This is a quintessential French racing car: created by Frenchmen to compete for the glory of France in French races and really nowhere else. I doubt that it has ever in its life left French soil (well, Monaco, of course, if that counts).

There is an old line often ascribed to people of my ethnic background: "You can always tell a Norwegian, you just can't tell him much," and in many ways that seems to apply to French automobiles as well. French cars, and particularly racing cars of the 1950s and 1960s (before computers designed everything) are notoriously, well, different. They are generally tiny, quirky, not very fast, and absolutely unapologetic about it. "Weird" is a badge of honor with these cars, and they bear it proudly.

For the limited but very real group of people who love these French cars there is no substitute — Germans have no soul, English cars have no savoir-faire, and don't start about the Italians — for these collectors, there ain't nothin' like a dame.

The price of an icon

It's tough to talk about objective value for a car like this because this is about emotion: for a Francophile collector this car is an icon — a summation of what it means to be French. To me, this seems like an awful lot of money for a car that would have a tough time staying with an MGB, but that's not the point.

This is about pride of place, a sense of history, and the joy of being French. To the right people for the right car, those are serious collector values worth bidding for. I'd say fairly — if expensively — bought. ♦

(Introductory description courtesy of RM Auctions.)



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ASKING $95,950

2004 Ferrari 360 Modena

Nero Daytona / Nero , 6-Speed Manual, Challenge Stradale Exhaust, Challenge Grilles, Daytona Seats, Scuderia Shields, Upgraded Audio, Bluetooth, GPS Nav. All Servicing Up-To-Date. $161K MSRP.



ASKING $52,950

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The first weekend in May, two red drop-top 356s raised the ceiling on early Porsche values

Top 10 Sales This Issue

(Land Auctions Only)



1. 1983 Ferrari 308 GTB coupe, $834,771—BonSPA, p. 86
2. 1971 Plymouth Hemi 'Cuda 2-dr hard top, $489,500—WWA, p. 120
3. 1967 Aston Martin DB6 Vantage coupe, $480,387—BonSPA, p. 82
4. 1956 Bentley S-type Continental sedan, $427,050—BonHend, p. 114
5. 1955 Porsche 356 Pre-A Speedster, $385,000—WWA, p. 102
6. 1927 Bentley 3 Litre Speed Model 4-seat tourer, $379,880—BonHend, p. 138
7. 1956 Porsche 356 Pre-A Continental cabriolet, $335,500—Moto, p. 138
8. 1966 Aston Martin DB6 Vantage coupe, $332,711—BonHend, p. 106
9. 1983 Porsche 930 Turbo coupe, $315,008—BonSPA, p. 85
10. 1983 Ferrari 512 BBi coupe, $264,000—Moto, p. 142



courtesy of Worldwide Auctioneers

1955 Porsche 356 Pre-A Speedster, sold for $385,000 at Worldwide Auctioneers' Houston Classic sale in Montgomery, TX

By Tony Piff

On May 2 and 3, two early Porsches crossed the auction block at two Houston-area auctions, setting back-to-back record prices for a non-competition Pre-A 356. Up first was a 1956 356 Pre-A Continental cabriolet at **Motostalgia**'s inaugural sale in Seabrook. The car was flawlessly restored to concours standard with all matching numbers, and it sold for $335,500. That price tops the record $310,750 the same car sold for at Gooding's Scottsdale sale in January of 2013, when our reporter called it "the nicest of all 356s that I saw in Scottsdale."

The next day, **Worldwide** offered a 1955 356 Pre-A Speedster at their 13th Annual Houston Classic sale in Montgomery, TX. This was a two-owner car with even better documentation. Following nearly 50 years of long-term storage, the car underwent a painstaking yearlong restoration, finishing in 2013. It sold for $385,000.

It would be too much to say that Pre-A 356s have been undervalued, but their prices have traditionally lagged behind the later, more user-friendly cars. So it is perhaps no coincidence that these two market-leading examples were freshly restored to show-winning, trailer-queen standard, and that they were offered at auctions with a concours showfield in close proximity. Motostalgia is the official auction of Keels and Wheels Concours d'Elegance, and Worldwide is the official auction of Concours d'Elegance of Texas.

These sales confirm that, as ever, the best cars bring the best prices. And that Texas is a good place to sell a vintage Porsche. ♦

Sales Totals



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

Best Buys



1967 Ghia 450 SS convertible, $96,250—Lke, p. 142



1962 Mercedes-Benz 190SL convertible, $83,477—BonSPA, p. 84



1966 Ford F-350 transporter, $26,154—BonHend, p. 110



1968 Triumph TR4A convertible, $18,700—WWA, p. 114



1920 Maxwell Model 25 tourer, $5,720—BonNJ, p. 132

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Bonhams — The Spa Classic Sale

A 1977 Maserati Khamsin made a world-record $244k. No production Khamsin had ever before made it to six digits



1977 Maserati Khamsin coupe, sold at $244,131

Company
Bonhams

Date
May 18, 2014

Location
Francorchamps, BEL

Auctioneer
James Knight

Automotive lots sold/offered
47/67

Sales rate
70%

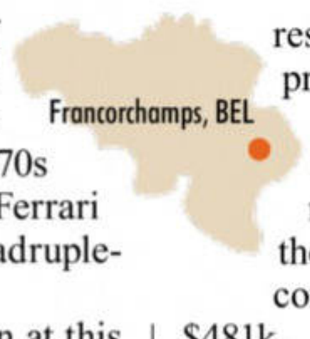
Sales total
$4,010,682

High sale
1976/1983 Ferrari 308 GTB Group B Michelotto, sold at $834,771

Buyer's premium
15%, included in sold prices ($1.00 = €0.73)

Report and photos by Leo Van Hoorick
Market opinions in italics

The Spa Classic is a three-day gathering of some of the nicest racing cars of the past five decades at the famed Spa-Francorchamps track. This year the field included many 1970s touring cars as well as such rarities as a racing Ferrari 250 SWB and a Mazda 787B with screaming quadruple-rotary engine.



After staging its first-ever Belgian car auction at this event in 2013, Bonhams returned this year with a 67-lot offering of mainly very usable cars. Almost half came from a single Austrian collection, mostly offered without reserve. These cars tended to be relatively common and in average condition, and prices were quite low, making for some interesting deals.

But then things got serious. Among the cars selling for big money was a relatively rare left-hand-drive 1967 Aston Martin DB6 Vantage. It had been resprayed in recent years in its original violet-pinkish "Mink" color, and despite the fact that it was covered in tiny blisters (as if the aluminum underneath were corroding), it shattered its high estimation of $250k and went for an impressive $481k.

Another highlight was the world-record $244k paid for an immaculate Maserati Khamsin. Previously, no production Khamsin had ever even made it into six digits.

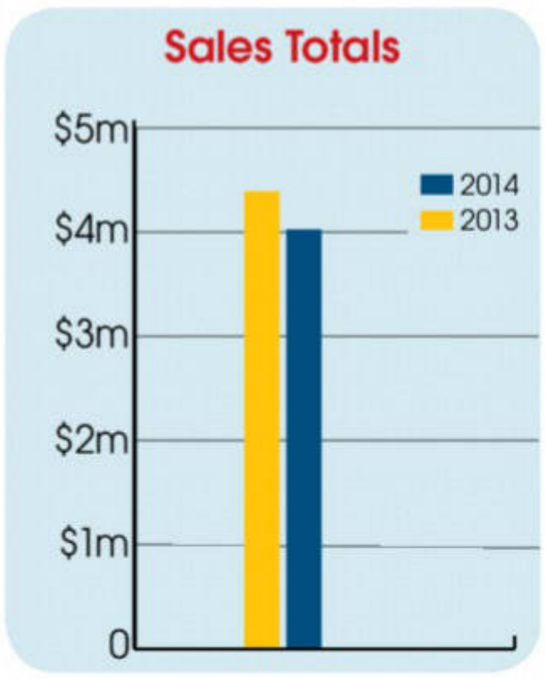
Top lot of the sale was a rally-prepared Ferrari 308 GTB Group B by Michelotto with an impressive competition record, sold at $835k.

One important car that sold under the money was the 1983 Porsche 930/935 Turbo built as a special order for Mansour Ojjeh of TAG fame (see profile, p. 68). It was basically a street-legal race car with flashy red metallic paint and dramatic bodywork, so it wasn't to everyone's taste, but it was nonetheless a spectacular piece of technology and history. Someone got it for $315k — well below its $411k low estimate.

Total sales at last year's inaugural event came in a whisker under $4.5m, and this year's figures made it just a touch over $4m. Clearly, there are desirable cars coming to market here and collectors ready to buy them. ♦



Bonhams' second Belgium auction at Spa offered 67 cars



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ENGLISH

#46-**1951 JAGUAR XK 120 roadster.** S/N 671452. Eng. # W32918. Silver/black canvas/red leather. Odo: 7 miles. A better-than-new, matching-numbers example of this iconic British roadster. Superb restoration in popular color combination. Paint nearly flawless, with equally well-done red leather hides inside. Original chrome shows some pitting, but not bad for original. New top and tonneau. Rear wheel spats. One extra light looks odd but correct for the era. Runs silently. Electrics have been renewed and braking system upgraded to dual-circuit operation. Very clean



engine bay. Cond: 1-. **SOLD AT $133,878.** *One of the few cars at this sale to go over its low estimate ($117k), but rightfully so. It shows that the market goes for quality. This car looked sharp and ready for any concours. Surely there are more striking color combinations, but this one is risk-free. (Ask any car dealer.) Good deal both ways, with a slight advantage to the buyer.*

#64-**1955 JAGUAR XK 140 SE coupe.** S/N S814371DN. Eng. # G39448S. Blue/gray leather. Odo: 72,916 miles. Delivered new to California. SE version with C-type cylinder head and overdrive transmission. Restoration finished last year. Engine upgraded with hydraulic timing-chain tensioner. Coopercraft disc brakes instead of drums; originals included in the sale. Electric cooling fan and stainless-steel exhaust system. Lucas



high beams. New Dunlops. Jaguar Daimler Heritage Trust certificate confirms matching numbers. Cond: 1-. **SOLD AT $135,453.** *Better-than-new restoration obviously done at great expense. Said to be one of 1,965 XK 140 fixed-head coupes made in left-hand-drive configuration, and the SE is the ultimate and most desirable variant. These elements account for the high estimate ($123k–$165k) and the price paid. Both parties should be happy.*

#50-**1956 AUSTIN-HEALEY 100M Le Mans roadster.** S/N BN2L230581. Eng. # 1B230581. Healey Blue & white/blue canvas/blue leather. Odo: 65,859 km. Delivered new to U.S. Completely restored between 2006 and 2009, with DVD of the work on file. Sold to Switzerland in 2010. Hard-to-fault bodywork in classic Healey color scheme. Very nice blue interior with gray piping and original hand-built wooden steering wheel by Donald Healey. 100M Le Mans Registry plaque. Cor-



rect Lucas high beams on a well-stocked badge bar. New Vredesteins. Numerous concours awards. Matching numbers. Cond: 2+. **SOLD AT $204,755.** *Approximately 640 Healeys were completed at the factory in 100M specification 1955–56. Catalog states 544 were exported to the U.S. The Le Mans variants are most sought after and have proven to be good investments. They command high prices, as seen here, but still I'd call this well bought.*

#20-**1958 JAGUAR MK IX saloon.** S/N 772576BW. Two-tone gray/red leather. RHD. Odo: 46,559 miles. Signs of rust in several places, notably on front fenders. Good panel fit and gaps. Chrome pitted in some places. Lucas high beams. Hood ornament. Sunroof in working order. Nice restored interior with reupholstered seats. Original cocktail cabinet. Engine seems to have been replaced, as 1995 condition report states a different engine num-



ber than the Austrian registration papers. Offered at no reserve. Cond: 3. **SOLD AT $24,413.** *Looked good from a distance, but the body is in need of a thorough restoration. Bearing that in mind, the relatively low selling price was fair both ways.*

#29-**1960 JAGUAR XK 150 roadster.** S/N S831243. Eng. # V52248. Blue/beige canvas/red leather. Odo: 28,147 miles. Body restored some 10 years ago, but body and paintwork would benefit from further attention in places. Not all panels are straight. Driver's door difficult to close. Front bumper hanging down at the ends. Supplementary high beams. Interior renewed in 2013; no complaints. Bright trim not perfect—large fin on trunk in



really bad shape. Beige canvas top is a pity. Plastic license plate holders. Engine bay far less tidy than rest of car. Cond: 3. **SOLD AT $70,877.** *Again, a car that was cosmetically restored. Looking good from a distance, but don't look too close. Can be enjoyed as such, but some serious restoration work awaits the new owner if he wants to get the exterior as good as the interior, to say nothing of the mechanicals... And it's just a standard 3.4-liter. Well sold.*

#12-**1962 TRIUMPH TR4 convertible.** S/N CT8931L. Eng. # CT59953E. Red/black canvas/black vinyl. Odo: 28 miles. U.S. export model. Nice, clean, no sign of rust-out or other body issues. Chrome wires with new Dunlops. Reasonable panel fit. Luggage rack. Rear bumper not completely in line. License-plate holder askew. Nice interior with vinyl seats. Moto-Lita wooden steering wheel. Offered at



no reserve. Cond: 3+. **SOLD AT $22,051.** *Sold at auction in Harrogate in 1999 and was then described as "rust free" and "benefiting from a past restoration." Judging by its condition today, it probably hasn't been driven much since, although it was privately sold again in 2004 to the current owner. I'd call this very well bought.*

#11-**1963 MGB convertible.** S/N GHN3-L6129. Eng. # 18GUH365. Red/black canvas/white vinyl. Odo: 24,304 miles. A U.S. model with sidelights and many issues. Not very straight, variable panel fit. It's an early car—the MGB was launched in 1962—but it was refurbished many years ago with 1970s parts. Cheapish luggage rack on the trunk. Red drum brakes aft. Some drilled holes in trunk and rear bumper. White leatherette seats with red piping. Non-period dash. Moto-Lita wooden steering wheel. Chrome wires. Clean but not detailed engine bay. Offered at no reserve.

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877 (or 904, depending on whose records) of these great little 4-passenger, 2-door luxury tourers were built. Left-hand-drive, fully restored. White with tan interior & top. Drives and looks great. Very rare. $42,500.



2005 JAGUAR XKR SUPERCHARGED CONVERTIBLE

A gorgeous one-owner car in Triple Black with magnificent burl-walnut woodwork. Original manuals and tools, 52,236 miles. $27,250.



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1941 PACKARD 180 LEBARON SPORT BROUGHAM

Just 100 of these were built in 1940-41 and ours is a National First Place CCCA winner in Dark Blue/blue interior. Drives fabulously well! $135,000



1990 JAGUAR XJS V12 CONVERTIBLE

Gorgeous, 100% original, documented, one-owner in silver-blue with navy blue leather, convertible top and boot. Driven just 28,365 miles since new, service records, manuals, extra keys, etc. $22,000.



1965 AUSTIN HEALEY 3000 MK III

Colorado Red with cream coves, black leather with red piping, black top and tonneau cover, "knock-off" wires. Fully restored. Heritage Trust Certificate, $72,500.



2001 ROLLS-ROYCE CORNICHE V CONVERTIBLE

One of 374 built, $359,900 when new. Fabulous local car finished in gorgeous Black Garnet with sumptuous Wildberry Connolly hides. Luxury with performance! 16,151 miles. $115,000.



1931 DUESENBERG "J" MURPHY SWB CONVERTIBLE

Fully documented history from delivery new to E.B. Henry of Detroit. Formerly Imperial Palace Collection and carries Level One A-C-D Certification. Much recent cosmetic and mechanical refurbishing. P.O.A.



1951 FORD COUNTRY SQUIRE WOODIE WAGON

Fully restored in correct Culver Blue with Buckskin three-seat interior and Birds Eye Maple woodwork by Rick Mack. Multiple show winner with mild period performance upgrades. 3-speed +O.D. transmission. $95,000.



1991 BENTLEY CONTINENTAL CONVERTIBLE

1 of 8 built in 1991. Amazingly original, correct and absolutely beautiful in Dark Oyster with Luggage Brown leather, top and boot. 23,844 miles, $105,000.



2006 SL-500 COUPE/ROADSTER

Beautiful Piedmont Red (body/hard top) with Parchment leather and black convertible top. Sold and serviced by us. Beautiful example, drives as new. All original manuals, tools and first aid kit. 87,278 miles. $16,900



2009 BMW 750Li 4-DOOR SEDAN

Space Grey exterior, tan leather. Loaded w/luxury options: a/c seats w/ massage, backup and rear-vision cameras, road-following headlamps, and more. Factory warranty till 10/15 or 100k miles. 41,428 miles. $49,950.



1949 MGTC ROADSTER

#9325 of 10,000. Purchased from several-decades, single-family ownership. Very original with fold-down windscreen and 19-inch knock-off wire wheels. Red with tan interior, top and side curtains. $35,900.



1991 MERCEDES-BENZ 560 SEC COUPE

Silver with black leather. Sold & maintained by us over last 12 years. 100% original and beautiful. Twin front airbags, T&C seats, headlamp wipers/washers, etc. Exceptionally nice. 109,797 miles. $13,850.



1962 CORVETTE FUEL-INJECTED TWO-TOP CONVERTIBLE

A beautifully preserved California and Florida car with correct date-coded engine, original fuel injection and 4-speed. White body and hard top, black interior and convertible top. 90,827 miles. $95,000.



1966 CORVETTE 427/450 CONVERTIBLE

Early '66, matching numbers, big block. Silver Pearl with black interior and top. Power steering, side exhaust, alloy wheels, factory roadcrests, seat belts, tank & telescopic steering wheel, AM-FM radio. 9,848 miles since restoration. $115,000.



1957 JAGUAR XK-140 ROADSTER

Cream with red leather, black canvas top, side curtains and tonneau cover. Matching numbers; includes Heritage Trust Certificate. Fully restored by Ellsworth Auto Restorations, absolutely beautiful, original rear fender spats. $135,000.



1957 THUNDERBIRD "E-BIRD" ROADSTER

Factory E-Code, original 2x4-barrel set-up and detachable porthole hard top. A very correct car, fresh from 25 years in one collection. White with red interior, power steering, power brakes, automatic transmission, Town and Country radio, original-width white wall tires. Even the original build sheet and owners manual. $72,500

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Cond: 3-. **SOLD AT $9,450.** *In many ways an example of bad taste, accentuated by the very white seats. It was said to be in running condition, but it will take a lot of work and expense to make it a proper MGB of the early '60s. Nobody was interested in the sale room, but it found a buyer post-block.*

#19-**1963 SUNBEAM ALPINE convertible.** S/N B91192610DLRX. Eng. # BOT082-74LROOD. Red/black canvas/black leather. Odo: 583 miles. Completely restored in Austria in 1994, with invoices on file. Straight body with good panel fit. Driver's door drops slightly. Good chrome. Red paint a bit dull. Non-period antenna covered in black plastic. Clean interior with nice carpets. Black seats, probably leather, with red piping. Driver's seat has traded places with passenger's, the latter



looking a bit baggy. Engine clean but not detailed. Comes with FIA identity card and assorted correspondence. Described as in generally good condition. Offered at no reserve. Cond: 3. **SOLD AT $17,325.** *Values remain low for the 1960–67 Alpines, due in no small part to the 1,494-cc four. This was replaced in 1965 with the 260-ci six Tiger and finally with V8 power in 1967 Tiger Mk II. The Austrian collector seemed to have been very fond of red paint. As with most of the cars in this collection, this stayed well under low estimate. Very well bought.*

TOP 10 No. 3 #62-**1967 ASTON MARTIN DB6 Vantage coupe.** S/N DB62743LN. Mink/blue leather. Odo: 73,620 miles. U.S. car imported to the Netherlands in 1995. Partially restored, including respray in original Mink. Practically the whole car is full of tiny blistering. Is the aluminum corroding? Pirelli whitewalls need replacing. Bright trim pitted. Original interior in Connolly hides shows right amount of patina. Carpet over transmission soiled and torn. Original radio and wooden steering wheel. Original a/c and Britax seatbelts. Front bumper with grille guard. Engine completely overhauled; looks well used. Lots



of literature and some spares. Cond: 4+. **SOLD AT $480,387.** *One of the first star cars announced for this sale. Special for its relative rarity (1,321 built) and kind-of-unrestored condition. But all in all, I was not overly impressed with the presentation. Reportedly standing unused since 2004, so some further recommissioning will be required. DB6 values are still going up, as illustrated big-time when this specimen nearly doubled its $247k high estimate. Very well sold.*

#4-**1969 MGB convertible.** S/N GHN4-U185005G. Blue/black canvas/black vinyl. Odo: 7,408 miles. One of the last before the minor face lift. Base looks sound and straight. Good panel fit. Lousy paint job, orange peel all over. Chrome pitted. Painted wires shod with whitewall tires. Engine bay fairly clean. Factory-spec vinyl seats look recent. Moto-



Lita wooden steering wheel. Generally good condition. Offered at no reserve. Cond: 3. **SOLD AT $12,600.** *Like most of the 32 lots in the Austrian collection, this car looked good from a distance, but the restoration was superficial and seemed like amateur work on closer inspection. Good base for a real restoration, but bearing that in mind, price paid was more than enough.*

#17-**1972 BENTLEY CORNICHE convertible.** S/N DBH13151. Eng. # 13151. Caribbean Blue/blue/gray leather. RHD. Odo: 49,493 miles. One of only 45 Bentley Corniche Series 1 convertibles produced. Restored in 1997. Looks tired and is due for major refurbishment. Rubber cracked. Signs of rust



on top of doors. Signs of respray around windows. Decent chrome. Supplementary Lucas high beams. Interior described as "Champagne," but it looked dark gray, in my opinion. Wood veneer stained in places. Seats could do with some TLC. Engine bay clean but dusty. No reserve. Cond: 3-. **SOLD AT $63,002.** *The Bentley Corniche was produced in much smaller numbers than its RR equivalent—just 151 produced by the time it was renamed Continental in 1984, according to the catalog, against several thousand of the Rolls, and the Bentley is arguably the more handsome of the two. I must admit that on looking at the catalog, I fancied this car, but I was a bit disappointed when seeing it in the flesh. Still, fairly bought for its rarity.*

#28-**1972 JAGUAR XKE Series III convertible.** S/N 1S20339. Eng. # 7S5737SB. Silver/black canvas/black leather. Odo: 58,064 km. Delivered new to Austria. Underside of body with signs of rust and some waviness. Otherwise looking good. Chrome around windshield delaminating. Rubber behind front left fender broken. Comes with rare factory



hard top. Nice patinated interior but backs of seats have scratch marks at top edges. Engine not detailed. Cond: 3+. **SOLD AT $75,602.** *This Series III looked original with rather low mileage, which is an advantage in today's market. If it was as original as it looked, this was a fair deal for both buyer and seller.*

#14-**1973 ROLLS-ROYCE CORNICHE convertible.** S/N DRA13982. Black/black canvas/black leather. Odo: 56,780 miles. A very elegant Rolls-Royce convertible in an unusual color: black body, black hood, black interior, with contrasting red coachlines. Paint could benefit from some attention. Excellent panel fit and good chrome. Steel rims shod with Michelin whitewalls that need some detailing. Luxurious leather interior with the



right amount of patina. Excellent timber and gauges. Clean engine bay with minor stains. Said to be in good condition mechanically. Offered at no reserve. Cond: 3. **SOLD AT $50,401.** *Post-war Rolls offer a lot of car and*

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style at a reasonable price, relatively speaking. Fuel and maintenance costs can be significant, of course, but at this price, there is plenty of room for those expenses.

#2-**1976 JAGUAR XJ12 Series II coupe.** S/N 2G50398BW. Eng. # 7P257235SA. Blue/black vinyl/black leather. Odo: 46,467 km. Delivered new to Austria. Restored some time ago, still looking good. Paint in good condition, good panel fit. No signs of rust. Chrome shows some scratches. Vinyl roof typical for the era. Fairly new Pirellis. Interior clean but driver's seat worn and scratched. Odometer has gone around once for sure. Padding in



headrests gone. Engine bay fairly clean. Offered at no reserve. Cond: 2-. **SOLD AT $18,900.** *The two-door body shell didn't meet U.S. safety regulations, so it was never sold there, despite being one of Jaguar's biggest markets. Which means that this is a fairly rare model, especially with the V12: Only 1,873 were built. There was not much interest in the room, so it went at a bargain price.*

#5-**1988 JAGUAR XJS V12 convertible.** S/N SAJJNADW4DP149381. Eng. # 1766-24115. Blue/blue canvas/off-white leather. Odo: 154,044 km. Two-owner car with body in good shape but showing use. Good panel fit and excellent chrome. Off-white leather seats with brown piping are soiled and worn, carpets renewed at some time. Unusual but handsome wood/leather steering wheel. Clean engine bay. Very nice period BBS alloys. Of-



fered at no reserve. Cond: 3. **SOLD AT $12,600.** *An elegant cruiser but more of a used car than a potential classic. As was the case for most cars from the Austrian collection, interest in the room was low. The single bidder had to put his paddle up only once. One of the bargains of this sale.*

FRENCH

#60-**1999 HOMMEL VAILLANTE Grand Défi coupe.** S/N VF9BERLHD6A-519038. White/black. Based on the Hommel Berlinette. Name is a reference to comic strip racing hero Michel Vaillant. Polyester body showing some cracking and pitting but in good overall condition. Rather big gaps around opening parts. Left door scratched. Clean interior with "Vaillant" details. Prepared



for circuit racing, including roll cage. Continental Racing Technology tires. One of probably 16 built. Cond: 3+. **NOT SOLD AT $71,290.** *Michel Hommell is a wealthy French publisher with an impressive personal car museum (le Manoir de L'Automobile in Loheac, Brittany, FRA), who also built a series of well-engineered mid-engine barchettas with Peugeot power. The Vaillante "Grand Défi" (name of the first comic of the successful series) was built for a challenge featuring French celebrities. One car even appeared in the "Michel Vaillant" motion picture. Price offered was close to reserve. Hard to assess real value. Interesting piece for wealthy comic-book lovers.*

GERMAN

#54-**1957 MERCEDES-BENZ 190SL convertible.** S/N 1210427501737. Eng. # 7601763. Beige/green canvas/gray hard top/beige leather. Odo: 22,831 miles. Delivered new to L.A., imported to Italy in the 1990s. Restored in 2005, reportedly in original colors. Matching numbers. Excellent panel fit, splendid chrome. New leather interior with all the right bits. Period radio. Engine bay not as clean as the rest of the car. Original Solex



carbs. Cond: 2-. **SOLD AT $118,128.** *A very shiny 190SL, but in my opinion there was something that didn't feel right. Was it the color scheme (described as Old English White but very beige to me)? I couldn't figure it out. Anyway, the 190SL has been on a steady appreciation curve and may continue in that direction for the years coming. This recently restored example sold right in the middle of its $102k–$123k estimate, which was lowish, looking at the other recent sales. Even with some personal apprehension, I call this well bought indeed.*

#51-**1961 PORSCHE 356B cabriolet.** S/N 155409. Eng. # 85105. Silver/black canvas/red leather. Odo: 31,039 miles. Sold new in Jacksonville, FL. Eight-year rotisserie restoration in 1990s. Still in concours condition. Original color scheme, matching numbers. With black canvas top, red leather interior and red German square-weave woolen carpets. Original invoice mentions tonneau cover, two headrests, Becker Europa radio and two loudspeakers, chromed luggage rack and two pairs of



shoulder straps. All these items are still in place. Comes with original invoice, owner's manual and service booklet. Cond: 1-. **SOLD AT $181,130.** *This car came to Switzerland in 2010 and was driven to the sale from there (approximately 650 miles). These little Porsches have an ever-increasing following, especially in such a magnificent state. Price paid was relatively high, but still well bought for an "as-new" car. Europeans generally have a greater affinity for Cabs than Americans, who will pay more for Speedsters and Roadsters.*

BEST BUY

#24-**1962 MERCEDES-BENZ 190SL convertible.** S/N 12104010-022202. Eng. # 12192810000122. Cream/black canvas/red leather. Odo: 98,684 miles. Delivered new in the U.S. Came to Austria circa 1988. Treated to a respray last year, which is clearly visible. Wheels were overlooked in the process. Chrome could do with some attention, too. Front bumper slightly bent on right side. Interior looks original and well kept. Steering wheel with lots of



cracks. Period radio. Matching red seatbelts should be gray. Factory hard top. Engine bay showing age but described in good condition. Cond: 3+. **SOLD AT $83,477.** *The car looked better than average. So why was the estimate ($76k–$89k) so low? These are on a steady climb, and good examples under $100k are few and far between. Extremely well bought.*

#25-**1963 MERCEDES-BENZ 220SEB cabriolet.** S/N 11102310043535. White/black canvas/red leather. Odo: 65,015 km. Elegant four-seater with American headlights. Restored by Prokschi in Germany in 2004. Original color scheme. Large flake of paint coming loose under hood on right side. Door fit not perfect. Bumpers might benefit from rechrom-



ing. Nice timber fascia, interior refurbished during restoration. Top redone at same time. Red cover for top doesn't fit properly. Plastic steering wheel cracked. Period Becker radio. Four-speed floor shift. Mechanicals said to be in good order. Engine bay not detailed. Cond: 3-. **SOLD AT $78,752.** *Color combo was nice, but this four-seater convertible is not a rarity, and there are plenty of better examples around. Well sold.*

#73-**1966 MERCEDES-BENZ 230SL convertible.** S/N 11304210017974. Eng. # 12798110913828. Red/black canvas/beige leather. Odo: 31,061 km. Comprehensively restored in 1996 by a German Benz dealer for his own use and still looking new. Brightwork in very good condition. Excellent panel fit. Very clean interior. Becker Mexico Classic has the right looks but with modern technology. Desirable manual 4-speed. Engine bay very clean with polished inlet pipes and chromed



valve cover. Recent Michelins. No hard top. Cond: 2+. **SOLD AT $124,428.** *A very attractive car in showroom condition, even 17 years after its restoration. The color was this car's biggest drawback (in my opinion), although it was the original combo. The 230SL is a nice and reliable roadster and stands as a worthwhile investment that you can use and enjoy. Price might look a bit high at first sight, but this one was worth every penny. Fair deal both ways.*

#74-**1970 MERCEDES-BENZ 280SE coupe.** S/N 111024004911. Eng. # 130980-12048201. Silver/red leather. Odo: 9,192 km. Restored 2004–05 on behalf of a German Mercedes-Benz agency. Hard to fault, but chrome around front and rear windows lightly pitted. Excellent panel fit. Original electric sunroof and electric tinted windows. Red leather interior brand new, only driver's seat shows some use. Engine bay clean with new hoses. Comes with independent German spe-



cialist report: fully operational without defects, missing parts or cosmetic defects. Also some pictures of restoration. Cond: 2+. **SOLD AT $85,052.** *The estimate of $62k–$89k was at the high side for a 280SE coupe in #1 condition, even in the current market. The SCM Pocket Price Guide values these at $21k–$46k with another $3k for the sunroof. A fine example, surely, but all the money. Well sold.*

TOP 10 No. 9 #52-**1983 PORSCHE 930 Turbo coupe.** S/N WPOZZZ93ZDS000817. Eng. # 6700689. Red metallic/brown leather. Odo: 12,007 miles. The first car built by the factory's "Porsche Exclusive" division, commissioned by Mansour Ojjeh of TAG, the company famous for its involvement in F1 with McLaren. (Ojjeh financed development of the turbocharged Porsche-built V6 for McLaren Formula One use.) Car is in original condition with some scratches on front spoiler,



but still looking magnificent. Interior in careful used condition. Judging by its state inside and out, odometer probably went around once. Sunroof. Good tires, Yokohama at the front, Pirelli aft. Engine tuned to 375 hp. Cond: 2. **SOLD AT $315,008.** *An important Porsche on multiple levels. There are not many cars to compare it with, but it would have to be considered well bought at this price, way below the $410k–$550k estimate. (See the profile, p. 68.)*

#9-**1990 PORSCHE 911 Carrera 2 cabriolet.** S/N WPOZZZ96ZLS421169. Eng. # 62LO8874. Blue/blue canvas/black leather. Odo: 213,838 km. Very nice blue paint still in good shape. Leather interior clean, seats nicely worn. Non-factory leather steering wheel. Bright trim excellent, uncurbed factory alloys shod with almost new Michelin Pilots. Air-cooled engine a bit dusty. Clean and looking extremely good for relatively high mileage.

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Offered at no reserve. Cond: 3. **SOLD AT $35,438.** *This one looked great despite its relatively high mileage. But then again, these are known for their mechanical robustness. Furthermore, it looked like it was very well cared for. I'd call this well bought.*

ITALIAN

#1-**1964 ALFA ROMEO 2600 Spider.** S/N AR193019. Red/black canvas/black vinyl. Odo: 74,074 miles. Imported from the U.S. to the Netherlands in 1995. Complete restoration in 2012 with invoices totaling $17,666. Power-assisted steering is the only noted deviation from factory spec. Nice paint and new vinyl seats, clean interior. Good panel fit. Rear bumper not straight and badly rechromed at some point—a pity it escaped restoration. Clean engine bay. One of 2,255 produced



1962–65. Offered at no reserve. Cond: 2. **SOLD AT $103,953.** *This was one of the better cars of the 32 coming from an Austrian collection. Paint was very red indeed, and there are other, more subtle colors that better suit the elegant Superleggera body. And for a car of this league, leather seats are so much nicer. Both of those points likely hampered bidding. Fair deal for both buyer and seller, with the edge to the new owner.*

#63-**1977 MASERATI KHAMSIN coupe.** S/N AM120234. Eng. # AM120234. Verde Scuro/black leather. Odo: 56,678 km. Original paint. Front bumper showing cracks and dry rubber. Driver's door doesn't shut easily. Citroën hydraulic system recently overhauled, together with the brakes. New exhaust system. Well-preserved interior with black leather and beige carpeting. Campagnolo alloys as per original, shod with new Michelin Pilots. Original low mileage. Best in Show at the Khamsin Quaranta gathering for the 40th birthday in France, 2012. Comes with "Certificato di Origine," U.K. V5 and German TüV. Cond: 2. **SOLD AT $244,131.** *A very fine specimen of what some regard as the ultimate '70s sports car, designed by Marcello Gandini at Bertone. One of the finest examples of just 421 built. Spirited bidding on the phone and in the room ended way over the $213k high estimate. A lot of money, but find another one like this.*

#43-**1981 MASERATI QUATTROPORTE III sedan.** S/N AM33049M001362. Silver/caramel leather. Odo: 131,775 km. Part of the "Maranello Collection" of Dutch crooner Marco Borsato. Car is in unrestored condition. Body straight, good panel fit. Windshield delaminating at edges. Alloys with serious signs of corrosion. Paint on grille gone in some places. Caramel interior with lots of pa-



tina and unpleasant smell. Steering wheel worn. Engine bay showing its mileage. Offered at no reserve. Cond: 3. **SOLD AT $13,545.** *Just a used car. Giugiaro's square design is not the most elegant, and Qporte IIIs don't command high prices. Price was fair for seller and buyer alike, with no apparent premium for celebrity provenance.*

TOP 10 No. 1 #57-**1983 FERRARI 308 GTB coupe.** S/N 18869. Eng. # 00385. White/red alcantara. The first of four Group B cars built by Michelotto from a total of 15 combined Group B and Group 4 cars the company modified in-period. Race/rally-prepared gearbox overhauled; rear trunk area rebuilt. Fiberglass body. New Canonica rims and fresh



Pirellis. Ideal for "Tour Auto" and similar prestigious events. Cond: 3+. **SOLD AT $834,771.** *Last sold for $656k at Bonhams' 2011 Monaco sale (SCM# 179371). This car was successfully campaigned in both Italian ('83) and Spanish ('84) rally championships with impressive results. One of the very few Ferraris prepared for rallying, and as such no comps. Sold mid-estimate. High sale of this auction.*

#55-**1992 LANCIA DELTA HF Integrale "Martini 5" hatchback.** S/N ZLA831A0-0567066. Eng. # 831A8027. White/black alcantara. Odo: 9,604 km. Number 34 of a limited production of 400, built to celebrate the Integrale's fifth consecutive victory in the Rally World Championship. Numbered plaque on console. As-new and hardly ever driven out



of the showroom. Recent service after long-term storage, including a change of the cam belts. Original service book and Italian Libretto. Cond: 1-. **NOT SOLD AT $85,002.** *One of the most sought-after cars of its era. A true time-capsule example, and probably the best in existence. It will be a pity to put more miles on the clock, so in that aspect not very usable… But seller was right not to let go.*

#77-**1992 LANCIA DELTA HF Integrale hatchback.** S/N ZLA831AB0005- 58545. Red/red/gray alcantara. Odo: 34,922 km. Street version of Lancia's successful rally car. Very good condition but partially resprayed and treated for better protection of the paint. As-new interior with seats in gray alcantara, a fabric favored by Lancia. Pioneer radio cassette. Engine bay clean. Comes with a condition report and Belgian registration papers.



Cond: 2+. **NOT SOLD AT $34,275.** *A well-presented car and a very sought-after model these days, with prices steadily increasing, especially for well-preserved items. This was reported to have had an engine rebuilt by a marque specialist. One can ask why at this low mileage, as these "Grales" don't have a bad reputation mechanically speaking. Anyway, price offered was way below the value of this true sport saloon.* ♦

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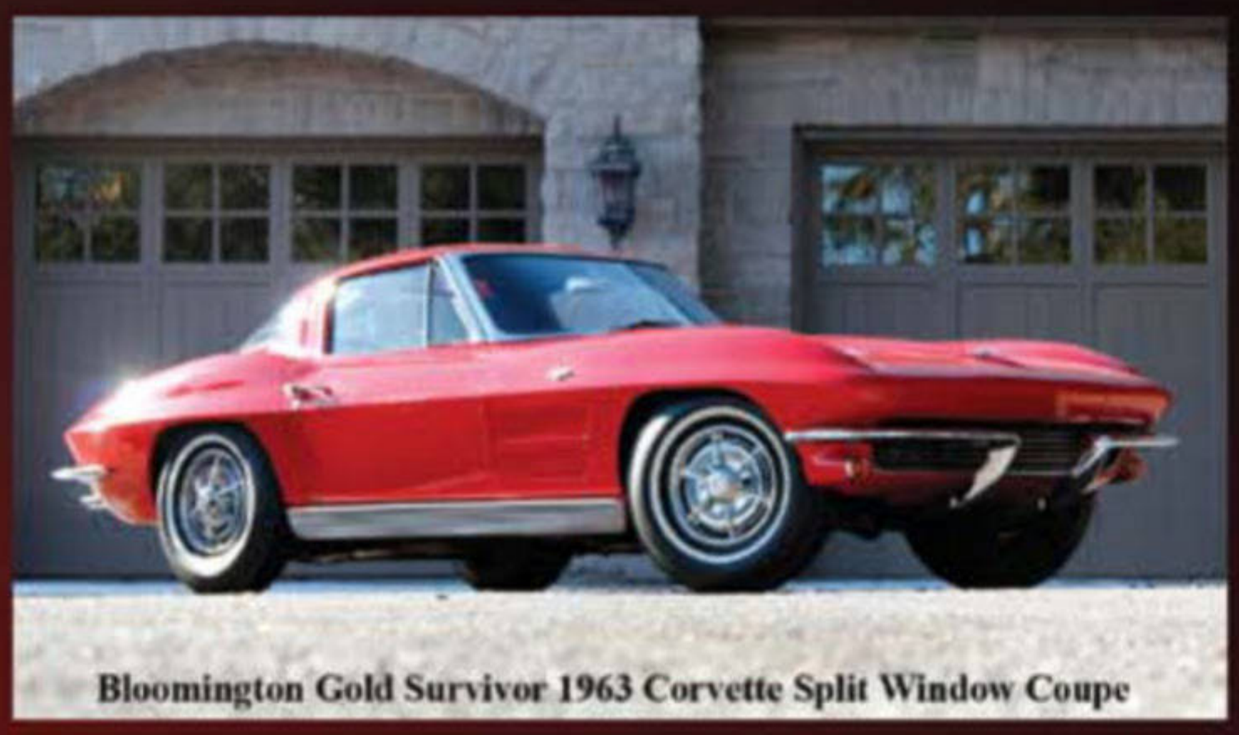
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Auctions America — Auburn Spring

A 1930 Packard Super Eight Model 745 dual-cowl phaeton sold for $198k, followed by a 1931 Auburn 8-98 Boattail Speedster at $160k



1956 Chevrolet Bel Air convertible, sold at $148,500

Company
Auctions America

Date
May 8–10, 2014

Location
Auburn, IN

Auctioneers
Brent Earlywine, Mike Shackelton, Jim Lestinsky, Jonathan Kraft

Automotive lots sold/offered
629/760

Sales rate
83%

Sales total
$18,944,005

High sale
1934 Chrysler Airflow Custom Imperial sedan, sold at $213,400

Buyer's premium
10%, included in sold prices

Report and photos by Kevin Coakley
Photos by Pat Coakley

Market opinions in italics

Coming on the heels of the worst winter in memory, Auburn Spring 2014 was a welcome sign of the turning seasons. Donnie Gould and company continue their mission to make Auburn, IN, the foremost collector car market destination in the Midwest. With 400 or so cars from the John Scotti Collection consigned with no reserve, the offerings nearly doubled what they were last spring.

Notables at this sale included a 1962 Lightweight 409 Impala SS. Zintsmaster Chevrolet out of Kokomo, IN, campaigned the car around Midwestern drag strips, and it was a bargain at $151k — especially compared with the "Swiss Cheese" Pontiac Catalina that sold for $530k a week later at Mecum Indy.

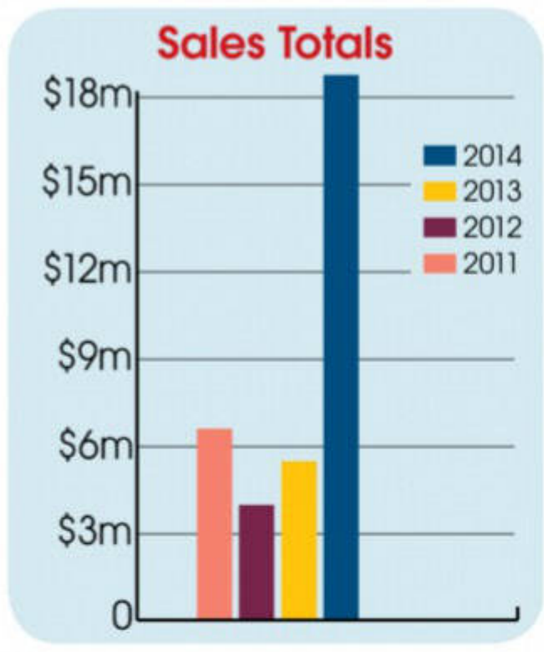


The highlight of the sale came Saturday afternoon with an over-the-top presentation of a 1934 Chrysler Imperial Airflow from the Scotti Collection. Bidding stalled around $80k for the no-reserve car, and then lead auctioneer Brent Earlywine went to work. The room woke up with bidders, upping the ante a thousand dollars at a time until the hammer fell with a final result of $213k, blowing away the high estimate of $140k and resulting in the top sale of the event.

So let's look at the numbers compared with this time last year. Total consignments up 76%: That's good. Total number of sales up 162%: That's good. Average price per car up 30%: That's good. Total sales up 240%: That's really good. We must recognize that part of this result was due to one collector bringing more than half of the consignments. What will it mean to the market as other collectors start thinning their herds? Time will tell, and market adjustments — both up and down — may follow. ♦



1963 Alfa Romeo Giulietta Spider Veloce, sold at $63,800



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ENGLISH

#2113-**1949 TRIUMPH 2000 roadster.** S/N TRA1991. Black/black canvas/green leather. RHD. Odo: 60,156 miles. Rough paint, body shows numerous dings and dents. Severe gas odor upon opening the hood to see the grungy lump. Convertible top appears, as the English say, "in good nick." Scratched



glass. Interior leather and wood are presentable. Cond: 3-. **NOT SOLD AT $35,000.** *Comparable recent sales indicate the high bid was generous for condition. Any investment to improve the car for a better result will likely lead to frustration. This should have been a done deal.*

#4135-**1954 JAGUAR XK 120 roadster.** S/N S675116. Carmine Red/black leather. Odo: 1,392 miles. Excellent red paint and straight body gaps. Brilliant exterior bright bits. Chrome wires with understated blackwalls very nice. Spotless engine compartment



with fresh ceramic on exhaust manifolds. New leather interior. Cond: 2. **NOT SOLD AT $74,000.** *This car deserved a much better result, especially considering what was paid for Lot 4152, the barn-find XK 120. I predict the money will come, but there were no takers in the room today.*

#4152-**1954 JAGUAR XK 120 SE roadster.** S/N S677295. Red/white canvas/brown leather. Odo: 68,177 miles. You name it, it needs it. Although it does run and drive... Car is roped off with signs prohibiting it from being touched—because you might knock off some of the precious dirt. Cond: 5-. **SOLD AT $45,100.** *My initial thought was that this one*



should have stayed in the barn. I have to give the nod to the seller on this one, though. It brought way more than I expected.

#4096-**1973 JAGUAR XKE Series III convertible.** S/N UD1521377. British Racing Green/tan canvas/tan leather. Odo: 25,600 miles. Great paint, great brightwork. Trunk and right door gaps a little iffy. Tidy engine



bay. No issues with the interior. Cond: 2. **NOT SOLD AT $63,000.** *Not the most desirable of E-types, but it was a great presentation and definitely worth more than the high bid today. The consignor was wise to hang on.*

GERMAN

#4071-**1959 BMW ISETTA 300 microcar.** S/N 501413. Two-tone yellow/brown & beige vinyl. Odo: 24,565 miles. Paint looks really good except for a small bubble on the right front fender. Great brightwork, tidy interior. Equipped with sunroof, luggage rack and



doll sporting a matching outfit. Cond: 2. **NOT SOLD AT $30,000.** *Considering the condition, high bid was a little short. Today just wasn't the day. It sold the next week at Mecum Indy for a market-correct $33,480 (SCM# 243838).*

#4123-**1960 MERCEDES-BENZ 190SL convertible.** S/N 12104010017435. Ivory/red leather. Odo: 1,619 km. Flawless paint, straight panel gaps, excellent brightwork. Has both hard and soft tops. Clear glass. Excellent engine detail. No issues with the interior. Equipped with front bumper guards and Becker radio. Cond: 2. **SOLD AT $145,750.**



Provided with Chassis Zertifikat from The Mercedes-Benz Classic Center verifying all numbers match. Loads of documentation, restoration records and service manuals. Probably too nice to drive daily, but ready for any concours. Looks like a market-correct result.

#2101-**1962 MERCEDES-BENZ 220SEB cabriolet.** S/N 111023100316980. Havana Brown/tan canvas/saddle leather. Odo: 85,112 miles. Said to have been given 20 coats of Havana Brown when it was restored in the mid-'80s. All things considered, the paint is holding up well, although there is some janky panel fit. Good brightwork. Canvas top slightly fading and saggy in spots. Driver-



quality engine detail. Interior shows some cracking and seam splits. Beautiful burled Carpathian elm interior trim. Cassette deck door broken. Consigned by its third owner with loads of documentation going back to the original owners. Cond: 3. **SOLD AT $61,600.** *Minor issues can be addressed with room to spare. My only concern would be lack of use over the past years. Otherwise, this looks like a very good deal.*

#4127-**1965 PORSCHE 356C coupe.** S/N 221260. Red/tan vinyl. Odo: 72,082 miles. Red paint shows some micro-scratches under the hall lights, but nothing a good buffing won't take care of. Front turn-signal bases pitted; otherwise nice exterior brightwork. Engine compartment looks presentable. Glass shows some micro-scratches. Decent service-



able interior. Cond: 3-. **SOLD AT $55,550.** *Reported to be a non-numbers-matching California car seven years removed from restoration. The issues, except for the non-matching motor, were few. Nice driver-quality car bought at a fair price if not a bit of a bargain.*

#4137-**1966 VOLKSWAGEN TRANSPORTER 21-window Samba bus.** S/N 24060879227. Dark Cream & Sealing Wax Red/gold vinyl. Odo: 1,411 miles. Fresh paint shows some running on rear panel, beltline trim in rough shape. Nice, fresh canvas top. Decent engine detail. Exceptional glass—all of it. Nice freshly done interior. Originally purchased in France by a U.S. Service member and shipped home to Tennessee. Cond: 2-.

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The collector market is still going strong. I am sure new records will be set at the upcoming Monterey auctions. Sophisticated buyers often pay way up, for over the top restorations. They know what it takes in time and resources to bring a car to these levels. A strong auction price may actually be a bargain in many cases.

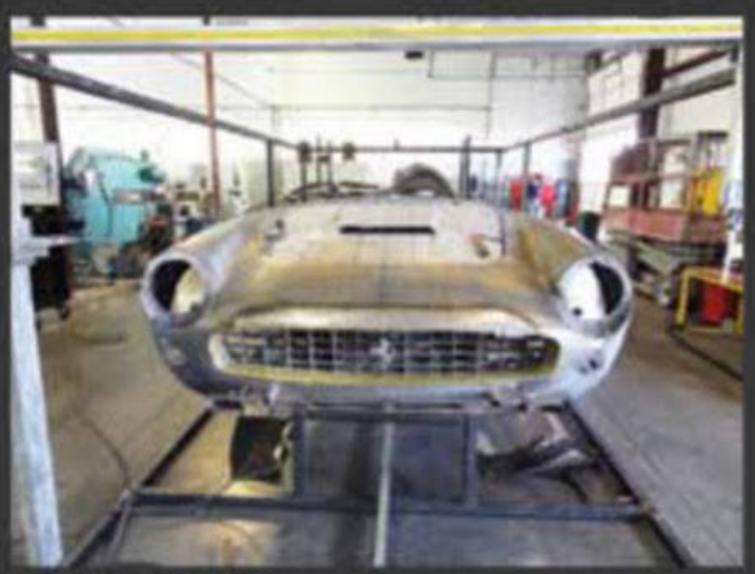
The market will stay strong for now because the world economies are creating countless new millionaires, but the supply of true collector cars is finite. Contact me directly to discuss your restoration or collection means.



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NOT SOLD AT $90,000. *A little more attention to detail could possibly pull a few more dollars. I'd start with reconditioning the beltline trim, since it's one of the first things you notice. I think the high bid was reasonable, but it could possibly do better.*

#2157-**1976 BMW 2002 2-dr sedan.** S/N 2743908. Red/black vinyl. Odo: 33,740 miles. Paint shows some sagging on the hood and driver's door and didn't include the door jambs. Front bumper is cracked. Grungy engine detail. Interior looks acceptable. Cond: 3. **NOT SOLD AT $10,000.** *Looks like some-*



one's attempt at a quick flip. I think it could bring a few more dollars with a little more attention to detail. I don't blame bidders for not going higher and I don't blame the consignor for hanging on. Seems like a little more work could pay off in the long run.

ITALIAN

#4126-**1963 ALFA ROMEO GIULIETTA Spider Veloce.** S/N AR170259. Red/black canvas/ black leather. Odo: 21,783 miles. Red paint shows well under hall lights. Top retainer pin missing. Windshield-wiper scratches visible. Decent engine detail. True Veloce but with Normale engine block. Seat covers look fresh. An overall nice driver-quality Alfa. Cond: 3. **SOLD AT $63,800.** *No-saled at $55k*



in March at AA Fort Lauderdale (SCM# 239345). Before that, sold at $52k at Mecum Kissimmee in January (SCM# 232349), no sale at $57k at Mecum Schaumburg in October (SCM# 228629), no sale at $85k at Mecum Monterey in August (SCM# 227487)... all of which confirms that it was well sold today.

AMERICAN

#5181-**1946 LINCOLN CONTINENTAL convertible.** S/N 5EH5681. Burgundy/tan canvas/burgundy & beige leather. Odo: 644 miles. 305-ci V12, 2-bbl, 3-sp. Paint is in bad shape, showing scratches and bubbles. Exterior brightwork displays micro-scratches. Canvas top is in rough shape. Driver-quality engine detail. Interior is in surprisingly good



shape. A good start for a restoration, but I wouldn't advise a frame-off; a good cleaning might have helped. Cond: 3-. **SOLD AT $39,050.** *The interior condition is the only thing saving this from a much worse result. Assuming there are no mechanical issues, the new owner can invest a few bucks in paint and a new top without getting upside-down. Looks like a market-correct result if not slightly well sold.*

#2116-**1954 CHEVROLET CORVETTE roadster.** S/N E545002231. Polo White/tan canvas/red leather. Odo: 631 miles. 235-ci 150-hp I6, 3x1-bbl, auto. Said to have been totally frame-off restored 15 years ago and holding up nicely. Paint shows well, canvas top a bit sun faded. Engine compartment looks



well prepared. Interior looks complete and in good shape. Cond: 2-. **NOT SOLD AT $56,000.** *I found this car in the Still For Sale lot for $65k. Seemed like a fair price, and the high bid sure wasn't enough. Could it be lack of use since the restoration? I'd replace the top, rack up some miles and have another crack at it next year.*

#4151-**1955 FORD "GLASS WONDER" roadster.** S/N 18295765. Red & beige/beige vinyl. Odo: 29,782 miles. V8, 2x2-bbl, 3-sp. Paint shows some scratching, chips and bubbling, but considering its age, is holding up



remarkably well. Unique trim in decent shape. Flathead Ford V8 with many period high-performance goodies. Wide whites yellowing. Spartan interior with wood dash and Electro tach gauge. Cond: 3. **SOLD AT $52,250.** *A charismatic period DIY job with history unknown. I thought the tailfins looked Spohn-inspired, which I told the consignor, and he said the car was sitting next to a Spohn when he found it. Coincidence? I call this a fair deal for both sides. (Read the full Hot Rod & Custom profile in the July-August issue of our sister publication American Car Collector.)*

#4156-**1956 FORD FAIRLANE Victoria 2-dr hard top.** S/N M6GV152394. Mercury Red & black/red vinyl & cloth. Odo: 25,041 miles. 312-ci V8, 4-bbl, 3-sp. Beautiful two-tone not correct, but a great combination. Over-the-top exterior brightwork with custom Fairlane emblem added to the Continental cover. Excellent work from bumper to bumper.



Cond: 2. **SOLD AT $39,600.** *I spoke with the gentleman who consigned this car. He was retired from his chrome-plating business but still keeps busy with personal projects such as this car. He said he didn't mind taking it home if it didn't sell. The price guides would indicate this was all the money, but I think it could pull a few more dollars—it's just that nice. Well bought and sold.*

#3108-**1957 BUICK SPECIAL convertible.** S/N 4D1038175. Red & white/red & white vinyl. Odo: 48,675 miles. 364-ci V8, 4-bbl, auto. Repaint didn't include door jambs. Loads of exterior brightwork in excellent condition. Top has some fit issues but nothing horrible. Nice engine compartment except for, you guessed it, the dreaded aftermarket bat-



tery. Interior in good condition. Continental kit. Cond: 3. **SOLD AT $44,000.** *Yet another no-reserve offering from the Scotti Collection. The car had striking colors, desirable features, and today sold at a bargain-basement price. Well bought 30% below market.*

#5135-**1957 PONTIAC STAR CHIEF convertible.** S/N F857H4297. Burgundy & cream/black canvas/burgundy & cream vinyl. Odo: 21,734 miles. 347-ci V8, 4-bbl, auto.

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Paint looks great, decent panel gaps, exceptional exterior brightwork, crisp convertible top. Excellent engine detail except for the dreaded aftermarket battery. Interior looks



good, although the door covers are a bit wavy and coming undone. Cond: 2. **SOLD AT $67,100.** *This price was market-correct or possibly a bargain. It was a nice presentation with desirable equipment and colors, and you couldn't buy one and restore it to this quality for the money spent today, and in my book that's a good buy.*

#2069-**1958 EDSEL PACER convertible.** S/N W8RR700690. Turquoise & white/green & white vinyl. Odo: 43,695 miles. 361-ci V8, 4-bbl, auto. Two-tone paint shows chips and cracks, rust on Continental kit, white top showing some dirty hand prints. Looks like someone took a hammer to the windshield. Engine compartment shows aftermarket auto-parts-store air cleaner. Interior not bad looking but smells a little musty. Console with cup holders and stereo added. Cond: 3-. **SOLD AT**



$28,600. *The car sold at Barrett-Jackson Palm Springs in April 2012 for $55k (SCM# 197667). I observed it selling from a distance and thought it a good deal, so I sought it out after it crossed the block. I didn't realize how far away I was until I saw it up close. I'm guessing the winning bid came from the back of the room. Still, I think issues could be addressed without writing too many checks, so I'd still call it a decent buy at this price.*

#4115-**1961 CHRYSLER 300G 2-dr hard top.** S/N 8413141405. Mardi Gras Red/tan leather. Odo: 56,072 miles. 413-ci V8, 2x4-bbl, auto. Paint looks good under the hall lights. Hood gaps a little off. Above-average exterior brightwork, very well-detailed engine compartment with period battery, interior a little rough but still presentable. Weatherstrips and seals looking tired. Cond: 3+. **SOLD AT $48,400.** *Too bad it wasn't a convertible—you could have doubled that number and added*



another 10% for something like $110k easily. Our Pocket Price Guide has these coupes valued at $55k–$80k. Compare that with some recent sales, and this looks like a market-correct result. Both parties should be pleased.

#4099-**1961 PONTIAC BONNEVILLE convertible.** S/N 861A3725. Coronado Red/white vinyl/tri-tone burgundy. Odo: 86,791 miles. 389-ci V8, 3x2-bbl, auto. Paint shows some minor chips and scratches. Okay brightwork shows some pits, dings and dents. Vent windows starting to delaminate. Convertible top looks serviceable. Engine shows some gas leak staining on the intake manifold. After-



market battery. Above-average interior and surprisingly, no cracks in the clear plastic steering wheel or padded dash. Equipped with eight-lug wheels and under-dash gauges. Cond: 3+. **SOLD AT $38,000.** *Consigned from the Duffy Grove Collection. Someone call the cops, 'cause this car was a steal at this price. Very well bought.*

#4104-**1962 OLDSMOBILE STARFIRE convertible.** S/N 626A03385. Chariot Red/white vinyl/charcoal & silver vinyl. Odo: 1,315 miles. 394-ci V8, 4-bbl, auto. Driver-quality paint, bright bits showing some wear, dings, and dents. Decent engine compartment detail except for the aftermarket battery. Interior brightwork shows some pitting. Equipped with aftermarket seatbelts, factory air, and



tach. Cond: 3. **NOT SOLD AT $30,000.** *In all my previous events, I've seen and reported on one Starfire. There were six 1961–63 Starfires offered this weekend. Two of the convertibles were offered with no reserve and sold at $25k and $37k, respectively; the coupes both sold for $22k; this car and the other convertible were both bid to a $30k no-sale result. Given the competition on this day, $30k was the price, but I think it will pull more down the road; the current owner would be wise to freshen it up in the meantime.*

#4020-**1965 CADILLAC ELDORADO convertible.** S/N E5230708. Yellow/white vinyl/cheetah cloth. Odo: 82,736 miles. 429-ci V8, 4-bbl, auto. Presented as a replica of the car driven by Tony Montana in the movie "Scarface." Decent yellow paint and body gaps. Wide whites. Driver-grade engine detail with new aluminum radiator. Over-the-top faux-tiger interior. Cond: 3. **SOLD AT**



$22,275. *Previously sold for $16k at Barrett-Jackson's April 2012 Palm Beach sale (SCM# 197612) and for $18k at McCormick's November 2011 Palm Springs sale (SCM# 195537). A nice stock version would probably sell in the mid $20s, so taking it back to stock wouldn't be worth the investment. The car is a bit of a goof, but who cares? Put on your best Hugo Boss suit, your best gold chains, unbutton your shirt halfway down and take Michelle Pfeiffer for a ride.*

#4124-**1967 CHEVROLET CORVETTE convertible.** S/N 196775162720. Silver Pearl/black vinyl/black leather. Odo: 36,785 miles. 427-ci 435-hp V8, 3x2-bbl, 4-sp. Paint looks fresh and well done. Not the best panel fit, but not horrible. Brightwork shows well. Nice engine compartment detail. On Rallys with Redlines. Leather interior looks fresh, neat,



and in excellent condition. Equipped with power brakes and windows and separate hard top. Cond: 2. **SOLD AT $137,500.** *As far as the colors, equipment, and condition are concerned, you'd have to look long and hard to find one better. I think buyer and seller should be pleased with the result.*

#4140-**1967 PONTIAC GTO 2-dr hard top.** S/N 242177P162372. Yorktown Blue/white vinyl/blue vinyl. Odo: 42,318 miles. 400-ci V8, 4-bbl, 4-sp. Original paint looks like what you'd expect for a well-preserved almost-50-year-old car. All exterior brightwork in good shape. Poverty caps and Red-



lines are a nice touch. Vinyl top stained and peeling on left C-pillar base trim. Interior in surprisingly good shape. Cond: 3+. **NOT SOLD AT $49,500.** *Even considering the originality and condition, the high bid here should have gotten the deal done. Apparently the consignor disagreed.* ♦

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1971 Mercedes Benz 280SL roadster
DB670 Light Ivory with brown MB Tex, S/N 113 044 12 021451, 2.8-liter 6-cylinder, automatic transmission, air conditioning, Becker radio, original tool roll and jack, owner's manuals, hard top, extensive history file dating to new, 65,100 miles, 1996 bare-metal repainting/interior by Mercedes specialist Steve Marx.



1971 Mercedes Benz 280SE 3.5 cabriolet
DB462 Tunis Beige with Cognac interior, S/N 111 027 12 004323, 3.5-litre V8 gas engine, floor shift automatic transmission, Behr air conditioning, power windows, Becker radio, original owner's manual, tool roll and jack, three owners from new, full history, 62,400 miles, original colors, one of 801 USA examples.

Other classics available:

1951 Ferrari 195 Inter Touring Coupe, S/N 0081S, Blu Scuro w/tan, Cavallino Platinum, matching numbers
1972 Ferrari 246 Dino GT, S/N 03874, Rosso Corsa w/black, tools/books, major service complete, 28k miles
1985 Ferrari 288 GTO, S/N 58331, Rosso Corsa w/black/red, exceptional in all respects, 2,000 kilometers
1990 Ferrari F40, S/N 85073, Rosso Corsa w/red, exceptional in all respects, only 475 miles from new
1970 Mercedes Benz 280SE low-grille cabriolet, DB423 Tobacco Brown w/beige, automatic transmission
1989 Mercedes Benz 560SL roadster, 147 Arctic White w/blue, original window sticker, only 9,200 miles
1956 Lynx D-type Jaguar, long nose, superbly built in the 1970s with Ecurie Ecosse livery
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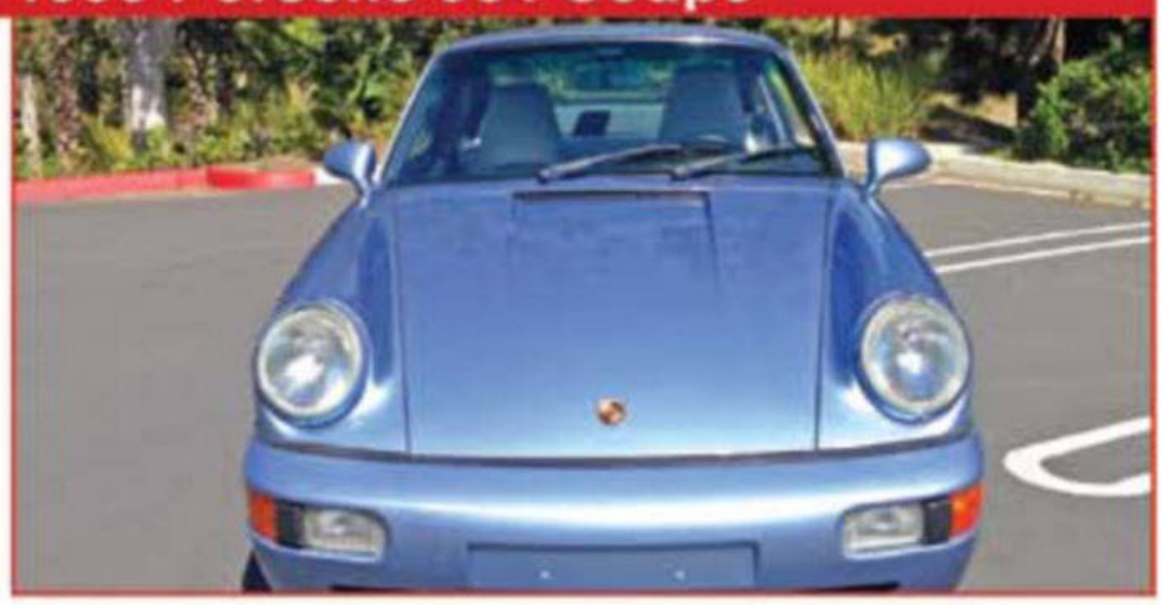


1967 Ford Mustang coupe

VIN: 7R01C162583

Recreation of the Trans Am Championship winning car, built for Rick & Patti Sue Titus as a tribute to Rick's father, Jerry, "MR. Trans AM", by Greg Reynolds and John Brown of Reynolds Restorations. Over 1,100 hours and $40k in parts used including a 320-hp, 302 Ford crate motor with GT40 aluminum heads, high-rise aluminum intake manifold, Holley 750-cfm, double pumper and Crane aluminum roller rockers.

1993 Porsche 964 Coupe



VIN: WP0AB2967PS420418

Price: inquire. 48,000 miles. 3.6-L, 5-speed manual transmission. New stereo & speakers, new tires, and brakes and can be driven with confidence.

1965 Austin Healey MkIII BJ8 Convertible



VIN: HBJ8L2720

Price: inquire. 84,000 miles. Recent restoration, finished to very high standard. Paint, interior, top and engine are all immaculate. Starts and drives easily, accelerates briskly and stops easily. Would be a welcome participant in most vintage rallies or club events.

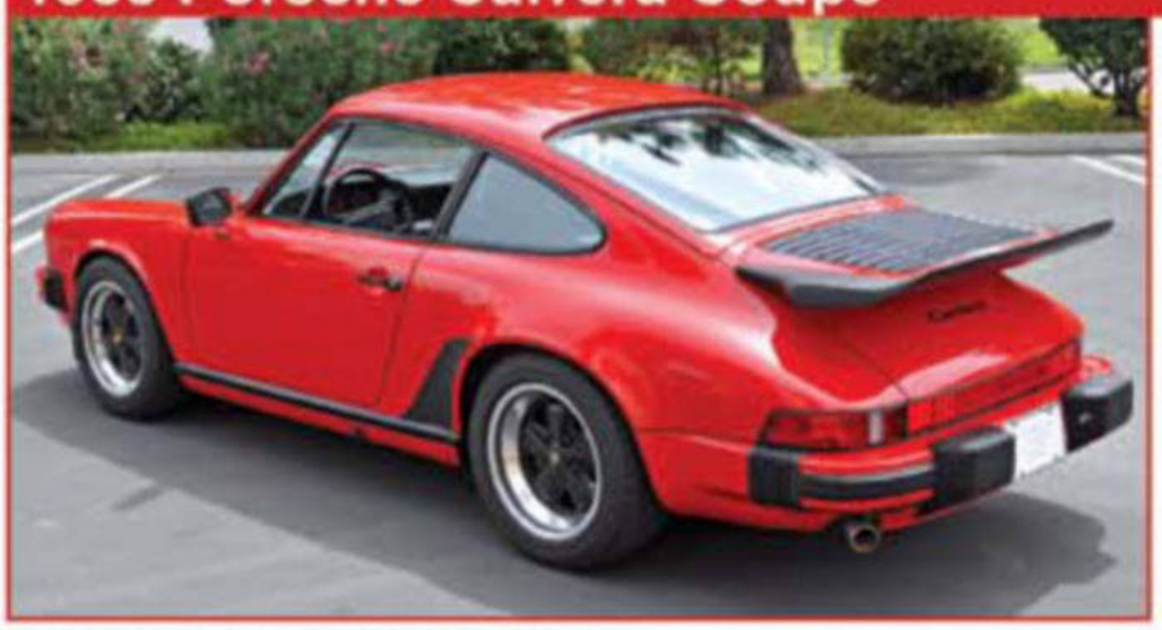
1989 Porsche Carrera Cabriolet



VIN: WP0EB0912KS171335

Price: inquire. 43,300 miles. 3.2-L, 5-speed manual transmission.

1988 Porsche Carrera Coupe



VIN: WP0AB0916JS120644

Price: inquire. 58,700 miles. 3.2-L, 5-speed manual transmission.

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Bonhams — The RAF Museum

One of probably only two OSI 20M TS coupes in the U.K. sold for a strong $29k



1967 OSI 20M TS coupe, sold at $29,060

Company
Bonhams

Date
April 28, 2014

Location
Hendon, U.K.

Auctioneer
Sholto Gilbertson

Automotive lots sold/offered
56/72

Sales rate
78%

Sales total
$3,373,451

High sale
1956 Bentley S1 Continental, sold at $427,050

Buyer's premium
15% up to $84,231, 10% thereafter, included in sold prices ($1.00 = £0.59)

Report and photos by Paul Hardiman
Market opinions in italics

It was the battle of the Bentleys at Bonhams' annual visit to the RAF Museum. On the day, the star of the show was a 1927 3 Litre Speed Model tourer, selling for $380k — half as much again as its high estimate. With competition from both phones and Internet, a bidder in the room eventually took it. When it comes to Vintage Bentleys, not having the original body or chassis hardly dents prices, as even the factory routinely mixed and matched components, and this was all the money. But once all the shouting was over, the top-sale slot went to a 1956 S1 Continental that sold in an immediate post-sale deal for $427k. It was a little ways behind Bonhams' expectations, but with the sale's overall average price per lot of $60k, the Continental really helped the final numbers.



A 1949 4¼ Countryman with the last shooting-brake body built by Harold Radford on a Mk VI chassis was the right $89k, and a concours-winning 1947 4¼ sporting unusual Freestone and Webb coachwork fetched commensurately more at $106k.

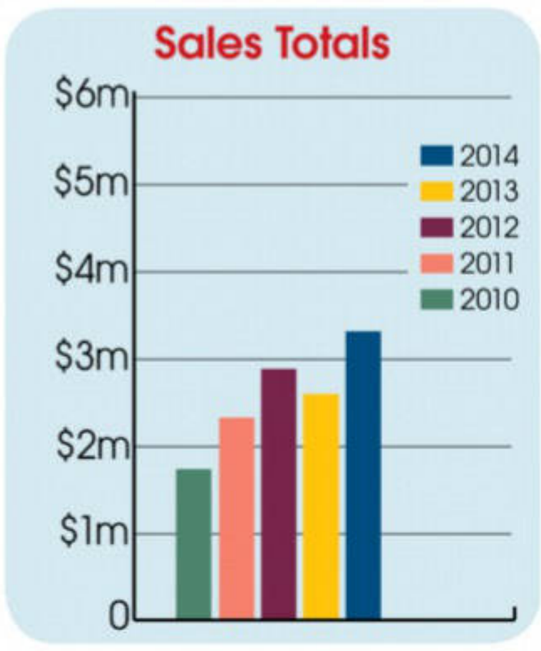
A 1966 Aston Martin DB6 Vantage also made 50% more than estimate at $333k — about $70k more than a similar (but manual-converted) car at H&H Duxford the week before. At Bonhams' Aston sale three weeks later, the auction house went on to match or top that for three more Vantage DB6s and one Mk 2, confirming that this is where the market now stands.

A full-size hauler was available in the shape of a Ford F350 beavertail bearing Lee Holman's fingerprints, perfect for the well-equipped Mustang racer at Goodwood for $26k. A restored Fiat 500C Topolino wagon made $20k, although it's debatable whether pointing out its Mille Miglia eligibility made any material difference to the price, and one of probably only two OSI 20M TS coupes in the U.K. sold for a strong $29k.

More unusual fare included a rare X-pack Ford RS2000 in left-hand drive with low mileage and almost all the extras at $89k. The David Dimbleby 1972 Citroën DS21 that failed to sell at Oxford a month ago was bid to roughly the same $15k this time around. The seller accepted the sensible offer, and the car went home to a new garage. ♦



1956 Bentley S1 Continental sedan, sold at $427,050



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Top row, *left to right:* 1968 AC Frua, 1956 Mercedes-Benz 190SL, 1966 Jaguar XKE 4.2, 1995 Talbo Coupe.
Second row: 1919 Locomobile Model 48, 1936 Packard Eight Phaeton, 1941 Cadillac Series 62, 1930 Cord L-29.
Third Row: 1952 Morgan Dellow, 1971 Mercedes-Benz 280SL, 1939 MG TA, 1953 Morgan.

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ENGLISH

#323-**1905 WOLSELEY X-TYPE 5-hp 2-seater phaeton.** S/N X22. Green/black leather. Single cylinder with 2-speed manual. Excellent restored order with good paint and superb brass, including Lucas King of the Road 724 oil lights. Catalog notes it's so far only been test driven and will need further fettling. Cond: 3+. **SOLD AT $49,401.** *One of a batch originally ordered for delivery in India*



but canceled, hence 5 hp when the model had been superseded from 1904 by the 6-hp. One of the first cars in the Shuttleworth Collection. For sale due to the death of its owner just before restoration was completed. Sadly, this is the way in Vintage and Veteran car circles, as the general demographic becomes older. Sold mid-estimate and cheaper than a true Veteran (pre-1905), but it should have "grandfather" rights, as it took part in Brighton Runs in the '30s.

#339-**1924 ALVIS 12/50 SB Deluxe tourer.** S/N 2902 & 5333. Brown/black leather. RHD. Odo: 7,209 miles. Paint has a few microblisters, nice plating. Hardly worn leather. Tidy but not quite concours-level motor. Still with supplying dealer Henlys plaque on dashboard. Not original engine, but apparently it was normal for Alvis to stamp two numbers on the chassis in different places and quote only one. Cond: 3. **SOLD AT $69,743.** *Sold a smidge under lower estimate, for about the same as Lot 336, the Lagonda Rapier. This is marginally more useful and a tad less elegant and more workmanlike, and sold fairly at the price.*



#340-**1924 ROLLS-ROYCE 20-HP tourer.** S/N GDK37. Gray/maroon leather. RHD. Odo: 8,320 miles. At one time fitted with a saloon body by Charlesworth, although probably originally coachbuilt by Rippon; this body fitted since mid-'70s. Fair overall, lightly speckled nickel on lights, radiator shell is chromed. One crack in windshield. 1924, so



rear brakes only. Characterful rear trunk. Various TV appearances under its wheels. Cond: 3+. **SOLD AT $58,119.** *In this family ownership since 1976 and sold at top estimate, correctly a little under 20/25 money. The 20-hp isn't quite as usable, but this was a perfectly charming example. A fair deal both ways.*

#324-**1925 AUSTIN 20-HP drophead coupe.** S/N 3TT6852. Eng. # 5PL11902. Yellow & black/black cloth/red leather. RHD. Odo: 75,555 miles. First year of four-wheel brakes. Big and imposing, rebodied this way from an open four-seater in 2005 during a £100k rebuild (about $167k!), which included the addition of overdrive. Very good paint, radiator shell shows a few speckles which



should polish out. New top with full lining, leather newish and only lightly creased, lovely instruments. Cond: 3+. **SOLD AT $39,715.** *Sold not that long ago at Bonhams' Oxford sale in December for $34k (SCM# 233528). After commission and transport costs, the seller probably just about broke even at an accepted bid just enough to make reserve. But we do this for fun, remember... and at least someone earlier has taken the big hit.*

TOP 10 No. 6 #368-**1927 BENTLEY 3 LITRE Speed Model 4-seat tourer.** S/N LT1591. Eng. # HT1628. Red/black leather. RHD. Odo: 2,132 miles. Originally a Mulliner coupe on chassis HT1628, rebodied like this on new chassis BL1601 in 1930 after a crash. Restored in '85, now on another 1927 Speed Model chassis. Paint still good, although Tim Birkin's red racing livery is a bit bright for a Bentley. Lovely nickel on radiator and lights, leather lightly creased. Rally tripmeter. Flashing indicators discreetly built into existing lights. Motor tidy with correct sloper carbs, although there's an electric fuel pump (with Autovac retained as a dummy). Con-



stant-mesh gearset. Cond: 3+. **SOLD AT $379,880.** *Star of the show on the day, but Lot 364, the S-type Continental, later eclipsed it financially. Last sold in '97 at a Brooks sale in London for $103k (SCM# 22205). Mix and match of major components doesn't appear to affect Bentley values too adversely, merely continuing a practice normalized by the factory. Not sure what the purists would think of the "easy, modern" gear change, though, as the challenging gearshift is one of the appeals of driving a Vintage Bentley.*

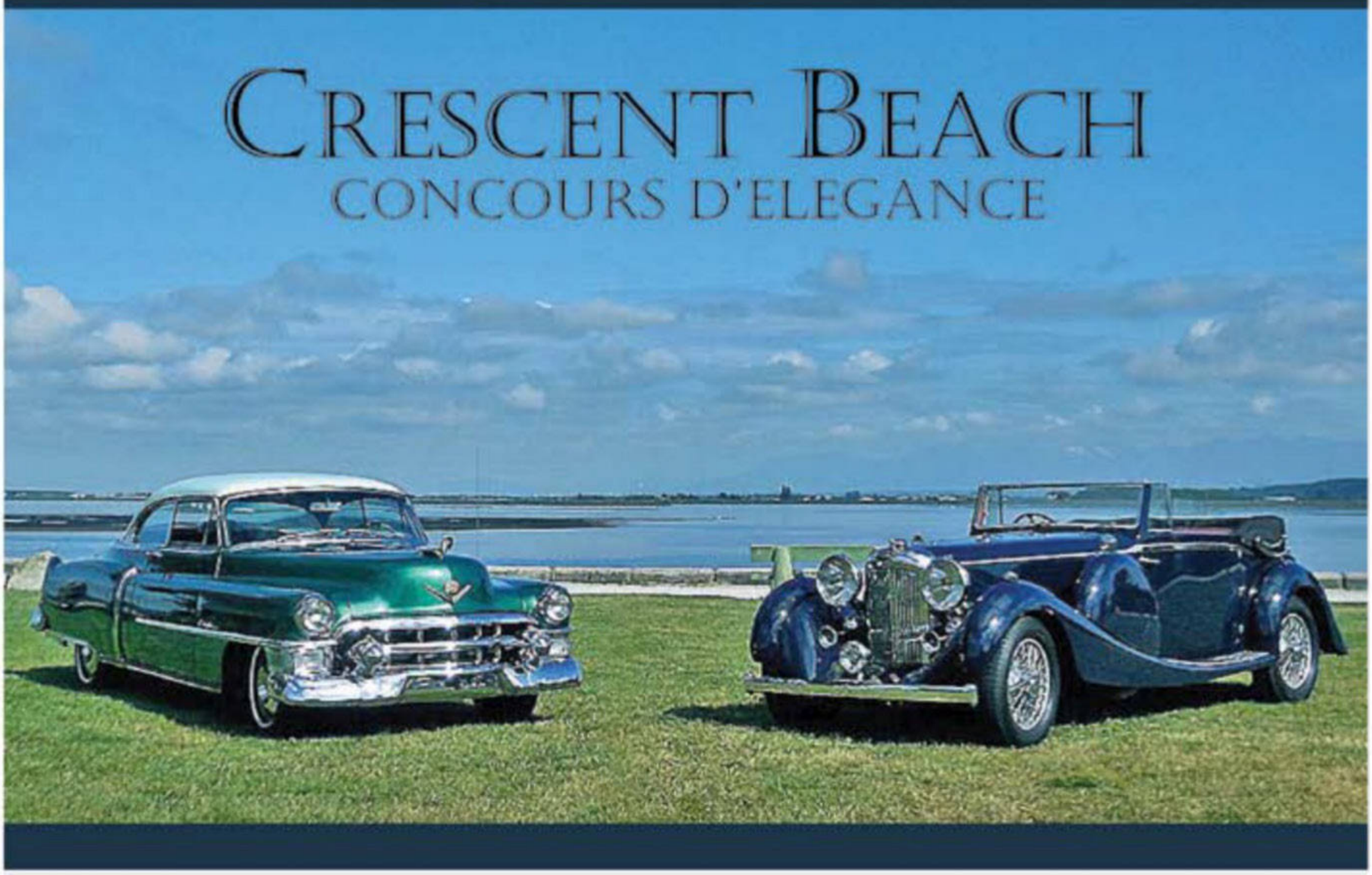
#371-**1932 FORD MODEL B Hammond replica roadster.** S/N N/A. Black/black leather. RHD. Odo: 4,331 miles. 350-ci V8, 4x2-bbl, auto. And now for something a little different. Tagged a Ford, but there's no Ford in it. Deuce-inspired new build in 2003 from Tim Hammond Engineering using custom frame, aluminum body and crate Chevy small block and TH350. Custom rear suspension features



Jag differential wearing a Halibrand quick-change lookalike rear cover. All looks good and hardly used. No VIN provided. Cond: 2+. **SOLD AT $44,558.** *Yes, we have rods in the U.K., you know (even though the fenders have to be covered). Not sure how to quantify this, but it sold just on lower estimate for much less than it cost to build—or not far off the price of a decent stock Model B roadster in Europe.*

#336-**1934 LAGONDA RAPIER tourer.** S/N R11284. Eng. # D3032. Black/black cloth/red leather. RHD. Odo: 46,244 miles. Lagonda-built car, as opposed to the 46 con-

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tinuations built by Rapier Cars 1936–37. Most were bodied by Abbott; Cross and Ellis coachwork here is arguably more elegant. Very good order with a few dust marks in



older paint, plating lightly blemished on lights, very good on radiator shell. Leather lightly baggy in front, unworn in rear. ENV pre-selector gearbox. Cond: 2-. **SOLD AT $73,618.** *We've had something of a glut of Rapiers on the market recently, considering that there were only 516 made, and this is one of the cheapest so far, selling right in the middle of the estimate range.*

#365-**1935 ALVIS SPEED 20 SD sedan.** S/N 13011. Black/black leather. RHD. Odo: 9,031 miles. Very original, cracking older paint showing its age, plus a fillet repair to the bottom of one A-pillar. Slightly pickled chrome on radiator shell and lights. Leather extremely distressed but all quite delightful as-is, oozing character. "Will require recommissioning," but would be somehow disre-



spectful to intrude any further. Originally a standard 90-hp 2.5-liter, has had a 4.3, but now runs a 3.6 (106 hp and significantly more torque) from a Speed 25. Cond: 3-. **SOLD AT $58,119.** *Considering that the only factory 3½-liter version of one of these, in not much better condition, was recently on the market for more than twice the money, this looks like something of a deal, even sold well over the high estimate of £25k ($41k).*

#362-**1947 BENTLEY MK VI 4¼ saloon.** S/N B80BH. Eng. # B40B. Black & red/ tan leather. RHD. Odo: 96,362 miles. Multiple concours winner, still with excellent paint and chrome, nice hand-applied coachlines, door fit good, Talbot wheel covers. Leather newish, timber excellent, seatbelts fitted. Replacement motor tidy with factory finishes. Original engine block bored to 4½ liters, and with suitable pistons, is included. Cond: 1-. **SOLD AT $106,299.** *In the U.S. for some years, where it*



was discovered "in a sorry state," restored in '90s. Sold mid-estimate as, although Freestone and Webb was one of the top coachbuilders of the time, the car's slightly fussy semi-razor-edge style does it no favors today. If this was your bag, a good deal.

#366-**1949 BENTLEY MK VI 4¼ Countryman wagon.** S/N B441DZ. Silver/red leather. RHD. Odo: 21,010 miles. Super older-restored condition with excellent plating, good paint save for a little cracking at the base of the right windshield pillar. Very nice timber, leather hardly used. In storage for most of the past decade, so will need "recommissioning."



Cond: 3+. **SOLD AT $89,116.** *Last Radford shooting brake of the eight built on the Mk VI chassis, at one time owned by Fuller's brewery in West London, then in the U.S. Bought at RM's auction at Rochester, MI, in 2010 for $72k (SCM# 166093) and here sold £20k ($30k) behind lower estimate.*

TOP 10 No. 4

#364-**1956 BENTLEY S1 Continental sedan.** S/N BC9BG. Black/ parchment leather. RHD. Odo: 94,192 miles. Dead-straight body, older paint needs mopping on A-pillars. Good radiator-shell plating. Leather looks almost unused. Rear belts and walnut all in good order and not too shiny. Cond: 2. **SOLD AT $427,050.** *Not as sought-*



after or expensive as the R-type Continental that it mimics, but these are catching up, and worth more than the four-door Flying Spur variant. Mulliner bodies remain the most elegant and therefore most expensive. Sold post-auction for £30k ($48k) behind the lower estimate, which—as the high sale of the day—really helped the overall numbers.

#351-**1962 JAGUAR MK 2 sedan.** S/N 221667. Burgundy metallic/mushroom leather. Odo: 97,839 km. Restored 2011, repaint still lustrous, decent chrome, leather like new, timber excellent. Italian registration. Cond: 2-. **SOLD AT $46,495.** *Delivered new to Rome and in Italy all its life. Mk 2s have generally*



fallen back a bit in their home country, and where this would have been the right money five years ago for the preferred 3.8 manual with overdrive, now it looks pretty strong (although the super condition helped). Nevertheless, well sold in today's market.

#302-**1962 JAGUAR XKE coupe.** S/N 860485. Eng. # R53629. Red/gray leather. RHD. Odo: 85,970 miles. Off the road since the mid-'70s and hideously rusty, with tow ball bolted to front crossmember to aid moving it about without shedding any more sheet metal. Headlights, grille and most of airbox missing (although some shiny bits are included). Interior falling apart. Cond: 4. **SOLD AT $50,370.**



Barn-find condition for "sympathetic restoration" was a bit kind to it. What you're essentially buying here is the identity plus all the period bits and widgets that can be recovered to go into the new car. Still, early roadsters like this command up to $150k, so even though it was sold for twice the estimate at no reserve, this has to be market price—backed up by the next lot, a '63 coupe, getting similar money.

#303-**1963 JAGUAR XKE coupe.** S/N 860977. Eng. # R85749. Yellow/black vinyl/ gray leather. RHD. Odo: 75,765 miles. Stored similarly to the previous lot, with inevitable deterioration but not quite as bad (at least it didn't need the tow ball), although with more

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2013 Audi TT RS



Date sold: 06/03/2013
eBay auction ID: 261490232949
Seller's eBay ID: calducce
Sale type: Used car with 8,300 miles
VIN: TRUB3AFK6D1900602
Details: Panther Black over black leather; 2.5-L turbocharged I5 rated at 360 hp, 6-spd auto, AWD
Sale result: $54,000, 5 bids, sf 1
MSRP: $57,200 (base)
Other current offering: Maserati of Manhattan in Manhattan, NY, offering a 2013 TT RS in black over black, with 1,589 miles, for $63,990.

2014 Jaguar F-type V8 S convertible



Date sold: 05/31/2014
eBay auction ID: 371066475086
Seller's eBay ID: rlbautogroup
Sale type: Used car with 2,588 miles
VIN: SAJWA6GL9EMK00533
Details: Polaris White over Jet/Redzone leather; 5.0-L supercharged V8 rated at 495 hp, 8-spd auto, RWD
Sale result: $86,900, Buy It Now, sf 1916
MSRP: $105,170 (as equipped)
Other current offering: Desert European Motorcars in Rancho Mirage, CA, asking $87,991 for an 889-mile white over black/red leather F-type V8 S convertible.

2013 Lamborghini Aventador LP700-4 roadster



Date sold: 05/02/2014
eBay auction ID: 181389730935
Seller's eBay ID: lamborghinihouston
Sale type: Used car with 141 miles
VIN: ZHWUR1ZD9DLA01794
Details: Blu Hera Metallic over Nero Ade leather; 6.5-L V12 rated at 691 hp, 7-spd auto-shift manual, AWD
Sale result: $499,984, 13 bids, sf 51
MSRP: $441,600 (base)
Other current offering: Lamborghini Las Vegas in Henderson, NV, offering a white over white/black leather LP700-4 roadster for $539,900. ♦

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surface rust. This one retains its original tools. Cond: 4. **SOLD AT $54,728.** *Also offered at no reserve and, interestingly, took more money than the previous lot, even though it was a later car with a sunroof, both of which dent the value a little. Restoration costs will be similar for both, but both selling for roughly the same money, twice the pre-sale estimate, does rather imply that this is where the market is for a rotten needs-everything coupe. Still, similar-condition DB5s can be 10 times as much.*

#332-**1963 JAGUAR XKE coupe.** S/N 889736. Silver/black leather. Odo: 28,971 miles. "Upon closer inspection, we would not describe the paintwork as excellent," reads a saleroom notice on the windscreen. I'd say "good older paint, needs a mop." Newish black leather. Clean underneath, with newish stainless exhaust, motor very clean and tidy. Has had quite a life, though, being supplied new to the U.S., raced and was yellow at one



point before restoration in the U.K. Cond: 3+. **SOLD AT $73,618.** *Changes to a catalog description can be the kiss of death at auction, and here the sold price fell well short of the £50k–£60k ($80k–$100k) pre-sale estimate. But given the shift in perceived quality, probably fair. Putting things into perspective, though, you could have driven it away for $20k more than the barn-find coupes needing total restoration likely costing $200k.*

TOP 10 No. 8 #312-**1966 ASTON MARTIN DB6 Vantage coupe.** S/N DB62534R. Eng. # 4002515V. Silver/black leather. RHD. Odo: 427 miles. Looks okay but has been off the road 10 years, now a bit tired and really needs restoration or at least refurbishment. Straight body, floors and rockers look solid, grubby motor. Well-creased original leather would probably recolor and remain usable. Cond: 3+. **SOLD AT $332,711.** *In seller's ownership for 40 years. Did well com-*



pared with a similar-condition car that sold for $70k less at H&H Duxford the week before (SCM# 243482). A set of twin-choke carbs can't make all that difference, surely?

#301-**1966 RELIANT REGAL replica "Only Fools and Horses" 3/25 Supervan.** S/N 664921. Yellow/leopard-skin velour. RHD. Commercial version of the Regal three-wheeler, always referred to by Reliant as Supervan. Replica of the Del Boy Trotter van from "hilarious" British TV comedy series



"Only Fools and Horses" (1981–91). Fair order, and like the original (which is registered only one digit earlier) faked up to look more scruffy, plus authentic leopard-skin seat covers. Cond: 3. **SOLD AT $8,330.** *Offered at no reserve and sold toward high end of estimate range. A natural contender for Concours d'Lemons if it hadn't been so expensive.*

#335-**1967 JAGUAR XKE convertible.** S/N 1R10748. Blue/black leather. Odo: 65,620 miles. Restored in the U.K. 1995, although didn't manage to lose its ugly Federal side repeater lamps. Door and flip-front fit not very



consistent. Interior fine, with original perforated leather unworn. Cond: 3+. **SOLD AT $102,526.** *U.S.-supplied car repatriated in 1990. Sold mid-estimate. Well bought and sold.*

FRENCH

#314-**1972 CITROËN DS21 sedan.** S/N 01FB5047. Storm Grey/red velour. RHD.

Odo: 83,158 miles. Someone cleaned this up a bit since it no-saled at Bonhams' Oxford auction on March 8. A few small bubbles under paint, but this time all the trim looks straight. Red velour interior unworn, carpets are wearing through. An EFI example from the



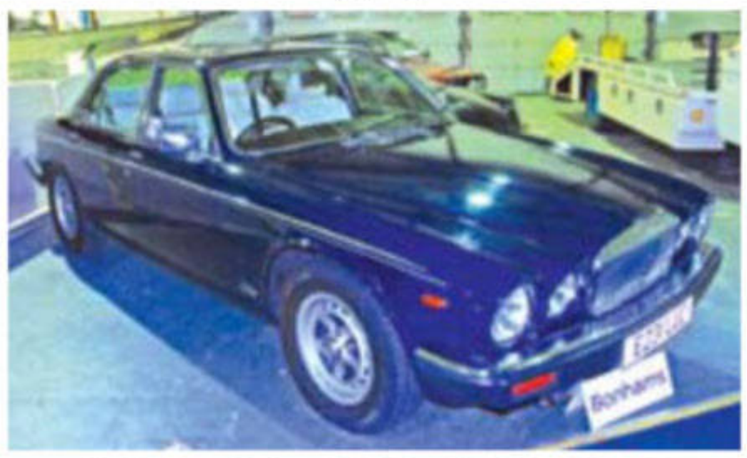
factory, but now carbureted. Cond: 3. **SOLD AT $15,498.** *Previously owned by British TV news icon David Dimbleby, and reportedly appeared in the Idi Amin biopic "The Last King of Scotland." As well as cleaning it up, the seller lowered his sights to a more realistic level. Last time, it was unsuccessfully bid to $15,932 (SCM# 239216) against a $25k lower estimate/reserve. Here it sold for the right money.*

#369-**1978 FORD ESCORT RS2000 X-Pack coupe.** S/N GCATUU72025. White/black velour & vinyl. Odo: 17,776 km. The X-pack Escort is basically an RS2000 with all the extras available from Ford, including Zakspeed body kit and Group 1 engine. One of two known survivors of five built for the press fleet. All good and correct and incredibly original, with every quality-control paint dab. Low mileage looks believable, with velour seats



unworn. Cond: 1-. **SOLD AT $89,116.** *Originally German registered, then in a Belgian museum, then one in Saudi Arabia. More recently several concours wins with The Ford RS Owners Club in the U.K. ...But despite being a Mk 1-owning RS enthusiast of a certain age, I was left strangely unmoved. Perhaps you had to be there in period. Anyway, it moved someone, as it hammered at the top estimate figure, which is almost Works-rally-car money and more than a stock BDA-engined RS1800 would command (if you could find one). Even rarer, and unrepeatable.*

#322-**1987 DAIMLER DOUBLE SIX Series III sedan.** S/N N/A. Dark blue/cream leather. RHD. Odo: 49,578 miles. Ah, the silky V12, the body rust... but not on this one, which appears exceptionally well cared for, having had effectively only two owners. Leather unworn. Worst you can say about it is that the wheels are slightly dulled. No VIN



supplied. Cond: 2-. **SOLD AT $11,236.** *Generally considered an old-man's smoker, but I was strangely drawn to this, even though the S1s and S2s are more elegant with chrome detail and smaller bumper. Perhaps it's an age thing. Anyway, fairly bought.*

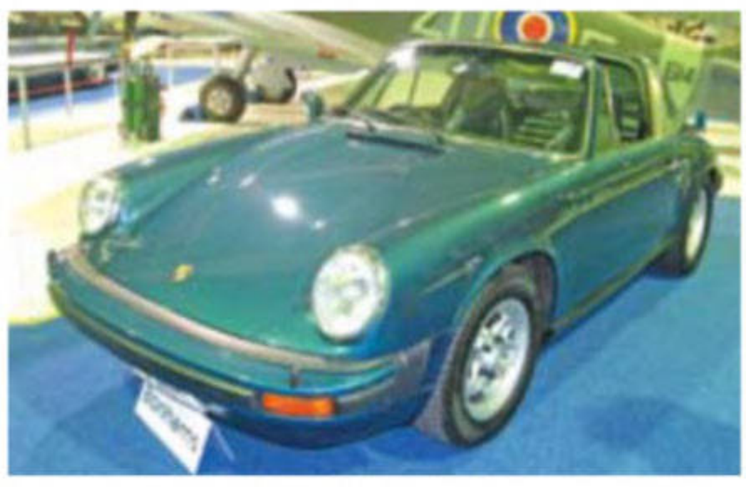
GERMAN

#309-**1967 MERCEDES-BENZ 250SL convertible.** S/N 1130422004662. White/brown vinyl soft top/white hard top/red leather. RHD. Repainted white from red and before that light brown. Passenger's door paint a bit marked. Has lost swage lines inboard of headlights from earlier restoration(s); usual weld repairs in rear chassis legs. On the plus side, the



interior is good with newish red leather, but there's a modern stereo. Cond: 3+. **SOLD AT $50,370.** *One of the cheapest W113s sold recently, and I can't quite work out why, as there was nothing fundamentally wrong. Interestingly, exactly the same price as Lot 302, one of the barn-find total resto E-type coupes—but all the seller was looking for.*

#341-**1978 PORSCHE 911SC Targa.** S/N 9118310685. Eng. # 6361497. Blue/black velour & vinyl. RHD. Odo: 91,233 miles. Good repaint, unworn velour, space-saver unused, front fender bolts appear undisturbed, alloys unscuffed. No leaks. Fresh oil-return pipes. Sway-bar mounts look good, although there's a lot of sticky underseal in evidence. Cond:



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3+. **SOLD AT $40,683.** *Showing how SCs have just about doubled their money in the past decade (I bought one for £9k 10 years ago—about $15k at the time). This would have gotten you a very nice 3.2 Carrera a couple of years back. And the previous stigma attached to Targas in the U.K. appears to have evaporated, there being little difference now between open and closed cars. Fair money in today's market. Remember that rust is a huge problem on U.K. cars, even with the factory galvanizing, so this price reflects the value of a car kept off the roads in winter.*

#326-**1989 PORSCHE 911 TURBO SE flatnose cabriolet.** S/N WPOZZZ93KS-020243. White Pearl/ivory leather. RHD. Odo: 32,623 miles. Very much a child of the '80s in white over white, but in good order all around. Not affected by the usual rust spots. Good exhausts and exchangers, lightly creased



leather. Three owners and full service history. Cond: 2-. **SOLD AT $153,468.** *One of the rarest 911 variants (sigh of relief), but these have always been sought after by folk stuck in the "Dynasty" era. Well sold at high end of estimate range. Bring big hair and shoulder pads.*

ITALIAN

#372-**1953 FIAT 500C Belvedere wagon.** S/N 443805. Eng. # 448081. Green/brown velour. Odo: 41,103 km. A station wagon for very small stations. Good restored order, all straight with good paint and all the aluminum trim bits present and correct, including rare aftermarket front grille. Redone vinyl interior



wearing well. Cond: 2+. **SOLD AT $20,342.** *Originally resident in Italy. Catalog rather hopefully notes that it's Mille Miglia-eligible, which is technically true, but... Anyway, sold at the top end of the expected price range.*

#325-**1967 OSI 20M TS coupe.** S/N EX54HB02648. Silver gray/red leather. Odo: 34,581 km. Weird mix of prosaic Ford mechanicals and Italian coachbuilding, which works from most angles though looks a bit long in the midriff. Good body, paint and chrome, fairly fresh leather. Dash looks very slabby and home-made, but that's a feature of the model. This one now runs Cologne V6 2.8 power instead of the original 2.3 (a straight



swap). Cond: 2-. **SOLD AT $29,060.** *Looks like an angel and drives like a Cortina, I can report, having driven this one before it departed for Japan. OSI was an offshoot of Ghia and made about 2,000 of these 1966–67, according to the catalog. In U.K. until 2003, when sold at auction to Japan, then kept in Italy, back to the U.K. for 2014. Sold at high end of estimate, which looks cheap or expensive depending on whether you view it as a coachbuilt Italian or a Taunus with an expensive body.*

#370-**1975 LANCIA FULVIA Rallye 1.3S 3rd series coupe.** S/N 818631072852. Red/black vinyl. RHD. Odo: 63,308 miles. Solid, rust-free structure, good older paint with some small blemishes. Various rally bits, including bolt-in roll bar added to make it look like the real thing. Speedo change means real mileage is around 89,000 (as if it matters on a 40-year-old car). Very much looks the part, though,



which matters when turning up at those Italian car meets. Cond: 3+. **SOLD AT $25,185.** *Apparently features in the DiRT 3 rallying video game, for those with wireless gramophones. For the rest of us who like the actual item, a super little car that, although it has no rally provenance or history of its own, would make a great club/road rally weapon at less money than a Cooper S, which occupies the same class.*

#349-**1978 FIAT 238 1st series minibus.** S/N 0192643. Eng. # 131000. White & blue/blue velour & white vinyl. Odo: 13,075 km. Good and straight, no rot apart from one bubble under windshield. Repainted after rather hurried mask-up job, a few small dings and marks in brightwork. Massively roomy inside, original interior still excellent, although ugly modern speaker pods between front seats



intrude a bit. Coolant top-up is in glovebox, so you can scald your passenger while driving. Italian-registered. Cond: 3+. **SOLD AT $18,986.** *Looks expensive for a Fiat van, but if this was a VW "bay" of the same rarity, it would likely be more. Bonhams had hoped for even more, but it was let go at about two-thirds of the lower estimate.*

#311-**1987 LAMBORGHINI LM002 SUV.** S/N ZA9L00000HLA12054. Silver-blue metallic/blue leather. Odo: 24,900 km. Outrageously over-the-top luxury "SUV" and looks even larger when parked inside. A few dust marks in paint. Leather unworn, commensu-



rate with low mileage. Cond: 2. **SOLD AT $142,148.** *Originally resident in South Africa, the former property of late Italian racing driver Mario Ricci (took 6th on the '53 Carrera Panamericana in a 375MM). Well sold.*

#327-**2008 FERRARI 612 Sessanta coupe.** S/N ZFFJY54C000158230. Blue & silver/gray leather. RHD. Odo: 46,339 miles. Made to commemorate 60 years of Ferrari production and very nice if you like this kind





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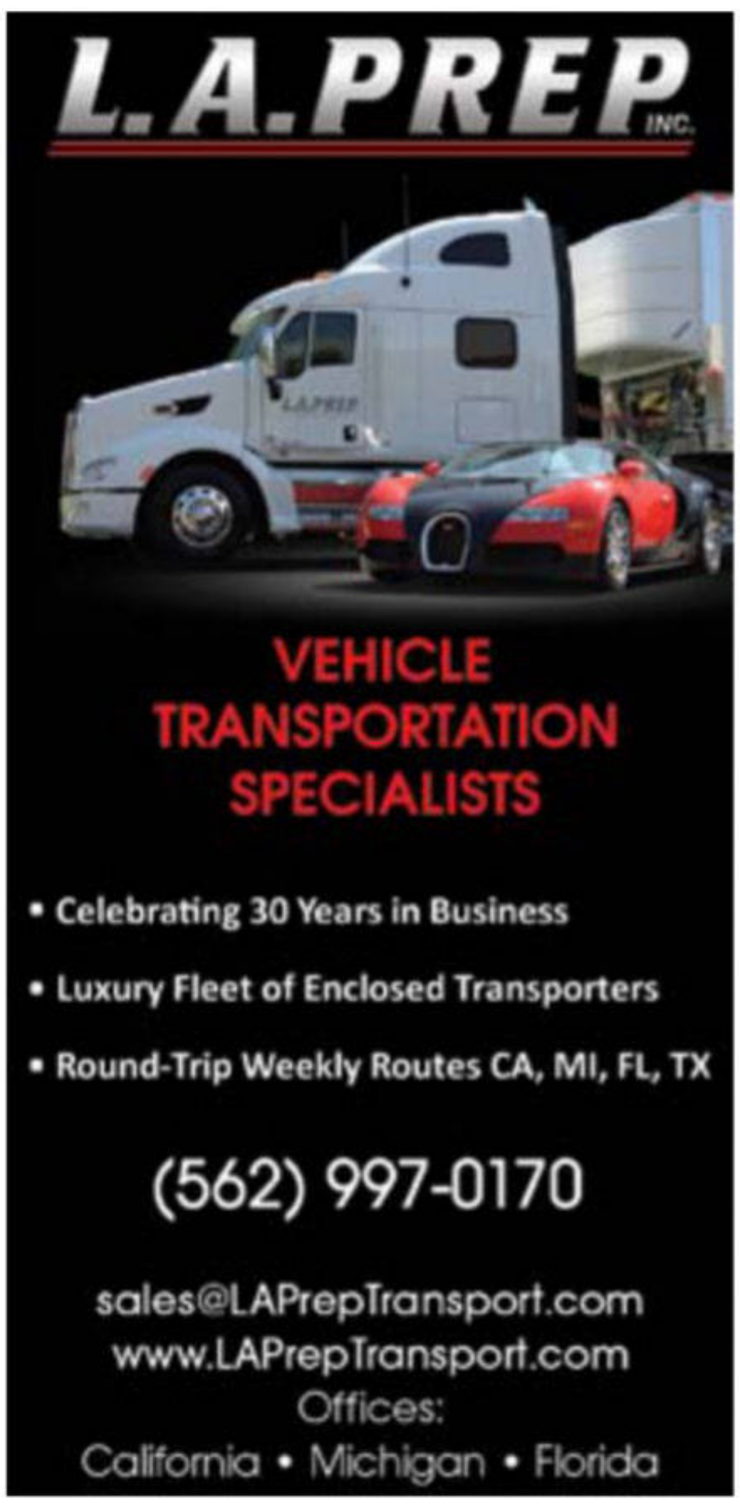
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of thing. Pretty much as-new, unscuffed and with unworn leather. Full service history (four stamps) and recent new clutch. Cond: 1-. **SOLD AT $153,468.** *Said to be one of only four right-handers of only 60 built. Sold mid-estimate, so we can say it's the expected result. Normally LHD would be easier to sell on the world market, but with so few like this, it probably doesn't make much difference here. Catalog says new price was $424k...*

AMERICAN

#315-**1956 FORD THUNDERBIRD convertible.** S/N P6FH290051. Black/black hard top/red & white vinyl. Odo: 79,875 miles. 312-ci V8, 4-bbl, auto. Restored 2002, repainted this color 2009. Straight, good chrome. 1956-only wire wheelcovers. Porthole hard top, new soft top. Interior vinyl original and lasting well, dash and door trim tidy, aftermarket a/c. Motor tidy and in original finishes, with alternator. Cond: 3+. **SOLD AT $34,872.**





Not sold on the day at only £10k ($16k) but later declared sold slightly behind lower estimate at this price, which is cheapish for a '56 in the U.K., with a bit of wind left in it for retail. Last declared sold for $53k at Silverstone's May 2013 sale (SCM# 225651), and before that sold at Bonhams' Carmel auction in August 2009 for $32k. The numbers don't quite add up here, and it's hard to see why a short-term owner would take such a loss, but stranger things have happened at sea. Well bought this time.

#310-**1962 CHEVROLET CORVETTE convertible.** S/N 20867S101569. Black & white/black vinyl. Odo: 5,342 miles. 327-ci 250-hp V8, 4-bbl, auto. Older restoration, body and paint still good, original black vinyl in good order, dash trim is lightly dinged.



Wears grille from a '58, which a previous owner preferred. Cond: 2-. **SOLD AT $88,147.** *Bought by the vendor at Brooks' (Bonhams' previous incarnation) Ascot sale in July 1995. Well maintained and ready to enjoy, but no mention of matching numbers, so call it well sold.*

BEST BUY #317-**1966 FORD F-350 transporter.** S/N F35YE846234. White/blue & white vinyl. Odo: 9,643 miles. 352-ci V8, 2-bbl, 4-sp. Kind of a tribute to '60s American race haulers, with input from Lee Holman. Well fabricated, in period Ford race colors. Interior clean with new vinyl, small cracks in steering wheel, modern speaker pods screwed on to doors, rather than cut in. Weird how the number-plate inscription reads "Chevy hauler," though. Cond: 2. **SOLD AT $26,154.** *Originally built as part of a*



package including a continuation Thunderbolt race car for the U.S., but plans changed, and it found its way to the U.K. Well bought for almost certainly less than it cost to build, and perfect for the Falcon, Mustang or Galaxie racer. Expect to see it at the Goodwood Revival.

#350-**1967 FORD MUSTANG coupe.** S/N 7TO1A210807. Blue/black vinyl. Odo: 82,825 miles. 289-ci V8, 4-bbl, auto. Good and straight, repainted and with bumpers rechromed, and nice to see one on steelies and dog-dishes for a change. Window trims are a bit dinged, original interior vinyl wearing well. Italian registration and ASI papers.



Cond: 3+. **SOLD AT $27,510.** *From the same collection as the Fiat 238 and Jaguar Mk 2. Delivered new to Palermo and in Sicily most of its life, where the climate has been kind to the body. Sold under estimate, but a fair price for a '67 notch in Europe.* ♦



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Worldwide Auctioneers — The Houston Classic

"Thundertaker," a custom 1960 Cadillac hearse shown at SEMA 2012 and featured in Hot Rod magazine, was an incredible buy at $132k



1971 Plymouth Hemi 'Cuda 2-door hard top, sold at $489,500

Company
Worldwide Auctioneers

Date
May 3, 2014

Location
Montgomery, TX

Auctioneer
Rod Egan

Automotive lots sold/offered
74/94

Sales rate
79%

Sales total
$6,608,200

High sale
1971 Plymouth Hemi 'Cuda 2-dr hard top, sold at $489,500

Buyer's premium
10%, included in sold prices

Report by Frank Schilling
Photos courtesy of Worldwide Auctioneers
Market opinions in italics

Situated in the piney woods on the shores of Lake Conroe about an hour's drive north of Houston, the Mediterranean-style La Torretta Lake Resort & Spa once again made a stunning backdrop for the Houston Classic Motorcar Weekend this May. Numerous outdoor social and educational events filled the three-day experience, including the Concours d'Elegance of Texas, the 50-mile Texas Tour d'Elegance, the Concours d'Elegance Charity Golf Classic and the "Next Gen" Educational Summit — a workshop on automotive maintenance, preservation and restoration, aimed at high-school juniors and seniors.



And there were 94 vintage motorcars and race cars offered for sale at Worldwide Auctioneers' 13th annual Houston sale. Adding to the buzz was the presence of Richard Rawlings and Dennis Collins of "Fast N' Loud" fame, along with other members of the Gas Monkey Garage team and their TV production crew. The pair engaged and interacted with the crowd, and they evaluated, test-drove and bought several cars, all while filming for the show. Their purchases included a 1955 Beck-Porsche 550 RS Spyder ($52k), a 1999 Plymouth Prowler ($39k), a 1954 Cadillac Series 62 convertible ($32k) and a 1971 Dodge Challenger R/T ($46k).

Another celebrity attendee was Hockey Hall-of-Famer Ed "The Eagle" Belfour. A formidable car collector, Belfour was onsite to sell his 1971 Curious Yellow Plymouth Hemi 'Cuda, which brought a whopping $490k.

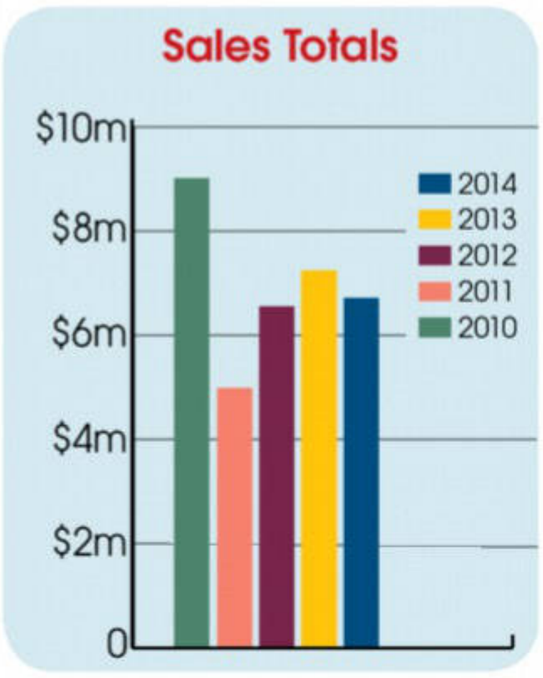


1960 Cadillac "Thundertaker" hearse, sold at $132,000

A heavily customized 1960 Cadillac hearse known as "Thundertaker" was an incredible buy at $132k. The four-year, 10,000-hour build was shown at SEMA 2012 and featured in Hot Rod magazine, and its price was a fraction of the build cost.

Proceeds from the events benefited Montgomery County Emergency Assistance, the Holy Angels Residential Facility and the Hagerty Education Program at America's Car Museum.

It proved to be an active, successful and well-attended weekend of automotive events. ♦



Blackhawk

1954 Aston Martin

DB2/4 Bertone Coupe



Chassis Number: LML/765
Engine Number: VB6J/213
One-of-a-Kind

Designed by Bertone's own Franco Scaglione, this unique body has a pronounced wraparound rear window and neatly creased fenders. The interior has a very unusual dash which looks more modern than that of the other Bertone built cars.

Originally LML/765 was to be a prototype for a run of cars, but this was scrapped as Aston Martin refused to supply any more chassis. The coupe was delivered new to Henry Pagezy of Paris, France; this is the only Coupe built by Bertone on an Aston Martin DB2/4 chassis.

Price: Inquire.

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ENGLISH

#61-**1951 NASH-HEALEY roadster.** S/N N2041. Eng. # NHA1044. Mint green/ beige canvas/mint green leather. Odo: 18,880 miles. One of only 105 alloy-bodied roadsters. Rotisserie restoration in 2007 at cost of €150k (about $250k), with recent service and cosmetic freshening. Creamy-smooth paint in unusual, attractive and correct Mint Green, very nice, showing some use. Excellent gaps, except hood sits high in back on both sides; passenger's door droops. Rubber on windshield dry and cracked. Chrome good. Seats



showing wear. Engine bay very clean. Matching numbers confirmed by marque expert Bill Emerson and Nash-Healey Registry. Nice driver-quality example. Cond: 3+. **SOLD AT $170,500.** *Sold above the SCM Pocket Price guide valuation of $93k–$105k but well below heady auction estimates, to one of two competing phone bidders. Arguably America's first sports car, these competed successfully at Le Mans and are welcome at pretty much any classic-car event in the world. Advanced for the time, very elegant, with a curvacious body. This car has been used, but carefully. For a nice driver, I call this fair to buyer and seller. Last sold in 2009 for $67k at RM Amelia Island (SCM# 119822).*

#91-**1953 MG TD competition roadster.** S/N TDC21415. Eng. # XPAGTD32180F. Black/black canvas/red leather. Odo: 30,331 miles. Older restoration, nice deep black paint, a few scratches. Correct body welting, doors shut well. Most chrome good, chrome door hinges stripped down to polished brass. En-



gine bay and components clean, mostly original. Cond: 3+. **SOLD AT $33,000.** *An appealing driver-quality example still able to win a local show, and fairly rare, with only 157 export cars built. Well bought and sold.*

#60-**1958 JAGUAR XK 150 SE roadster.** S/N S831054DN. Cornish Gray/black canvas/black leather. Odo: 590 miles. Nut-and-bolt restoration in 2007 with reportedly only 2,400 miles since. Paint, body prep, panel alignment, chrome and trim all exceptional. Only defect is curious small lifting of paint along center crease of hood. Interior, trunk, engine bay and mechanicals beyond fault, correct down to original-style material wrapping on the wire loom. Jaguar Daimler Heritage Certificate confirms matching-numbers drivetrain, SE equipment and overdrive. Known history to 1987. Superior car knocking on #1 condition.



Cond: 2. **SOLD AT $137,500.** *Excellent example only let down by the minor paint issues noted. Purists may have not appreciated the color change, which was period correct but not original to the car. No explanation why odometer reads 590 miles and catalog indicates 2,400 miles since restoration. Perhaps just enough questions to hold back bidding. All the expensive and costly work has been completed, and this would be an easy car to bring to the next level. Well bought and sold.*

#37-**1962 MGA 1600 Mk II roadster.** S/N GHNL2103298. Red/tan canvas/tan leather. Odo: 43 miles. Freshly painted with decent prep laid down to nice driver quality. Correct welting between body panels. Driver's door gap wide at bottom and back. Most exterior chrome redone or replaced. Steering wheel not restored; dash wood needs refinishing. Seats, door panels, kick panels and carpet new. Engine modified with Cannon intake and side-draft Weber carburetor, aftermarket valve cover. Suspension clean. New chrome wires



and tires. Pleasing package overall. Cond: 4+. **SOLD AT $28,600.** *Sale price seems a bit of a bargain for a freshly restored car, especially from the MGA's prized final year. Having driven cross country in one of these, I can attest to their fun factor, and it seems every Boomer knows somebody who had one. Performance modifications can be tricky on these cars but are a welcome addition if they work. This example ran rough at startup, with blue smoke coming out of the tailpipe, which may have kept bidding down. Well bought.*

BEST BUY #50-**1968 TRIUMPH TR4A convertible.** S/N CTC62597L. Red/black vinyl/black vinyl. Paint and prep excellent, all gaps even, no chips or dings anywhere. New top, all chrome replated or replaced, new gaskets and rubber trim throughout. Expertly detailed trim and wheels. Rides on new Vredestein Sprint GT rubber. Chassis very clean. Interior completely restored to high level. No information regarding mechanical condition. Cond: 2+. **SOLD AT $18,700.** *This car slipped under the radar and was an absolute steal. It was restored to a level far beyond a typical TR4, clearly done without concern for cost, and could not be duplicated at twice this sales price. As an added bonus, it was equipped with the updated and desirable independent rear suspension. Extremely well bought.*



#72-**1972 JAGUAR XKE Series III 2+2 V12 coupe.** S/N 30867S109829. Primrose Yellow/biscuit leather. Odo: 79,222 miles. Well-executed older restoration showing a little age. Paint smooth, consistent and ding-free. Gaps even. Doors open and close smoothly. New Pirellis. Interior nearly new, seats show minor soiling and wear. Rubber good. Engine



compartment complete and detailed to factory spec. Cond: 3+. **SOLD AT $57,200.** *The 2+2 V12 coupe sits toward the bottom of the XKE hierarchy, but this car could not be duplicated at the price paid. Seller had to take a financial hit, having brought it to this level. Fairly bought, but probably not much upside either. Use and enjoy.*

GERMAN

TOP 10 No. 5 #55-**1955 PORSCHE 356 PRE-A Speedster.** S/N 80895. Red/tan/tan basketweave vinyl. Odo: 67,624 miles. Faultless photo-documented Jeff Huber restoration to concours standards, starting with a sound, original Speedster. Porsche Certificate of Authenticity, matching numbers, original colors, original numbered sheet metal, two



owners from new. All components original to car and restored, nothing left untouched. Ready to take the gold anywhere it is shown. Cond: 1-. **SOLD AT $385,000.** *One of the finest examples and one of the best cars in the auction. Two phone bidders agreed and fought hard up to the final bid and sale price. Top-of-the-market price, but it could sit in the Porsche factory museum.*

#27-**1960 MERCEDES-BENZ 190SL convertible.** S/N 12104010016336. Black/black canvas/red leather. Expertly restored to show-winning standard, with no miles since restoration. Flawless, miles-deep black paint

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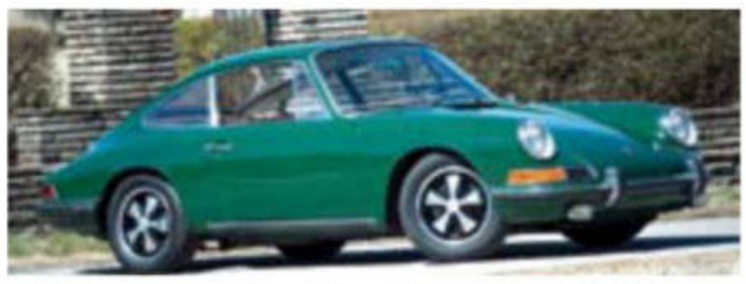
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over impeccable body preparation. All panels line up, with gaps to perfection. Nearly all new chrome and trim; micro-pitting on a few bits. Jewel-like interior, chassis detailed, trunk finish without fault. Comes with period-fitted



leather luggage, factory toolkit, tune-up kit and hard top. Only deviation from original in engine bay is polished valve cover and intake manifold. One of the outstanding cars of the auction. Cond: 2+. **SOLD AT $170,500.** *As expected, the doors shut like a bank vault, and it would take a vault full of money to duplicate this restoration. The car looked flawless and ran flawlessly. Several phone bidders chased this car up to its final sale price. Well sold, but this was an example worth stretching for.*

#32-**1967 PORSCHE 911S coupe.** S/N 306058S. Irish Green/brown plaid & vinyl. Odo: 5,144 miles. Expertly applied new paint, exterior trim, gaskets. A few rock chips. Sunroof sits low in the back. Minor blisters at side-window chrome. Small scratches at driver's side window. New windshield. Superior gaps. Doors close like a bolt-action rifle. Genuine Fuchs alloys painted to 1968 specs. Interior spotless, seats with classic Pepita pattern cloth inserts, driver's side has slight wear. En-



gine bay, chassis and trunk correctly finished. Tool roll, jack, correct spare and owner's manual accounted for. Cond: 2. **SOLD AT $176,000.** *Early SWB 911s continue their march upward. Engine was hard-starting and difficult to keep running; consignor admitted the car needed adjustment. But this striking example stopped folks in their tracks all day long, and two phone bidders ran the bidding up well beyond the market. The car is now headed to a new home in the U.K. Evidently its eligibility for historic racing accounts for some of this stellar result. Well sold.*

#79-**1970 MERCEDES-BENZ 280SL convertible.** S/N 11304412015525. Gray/blue canvas/blue vinyl. Odo: 72,514 miles. Selectively restored to high standard. Even gaps, correct dimples in fender, hood and fender numbers match car. Paint, chrome, windshield rubber, window felts all excellent. Some aluminum trim needs a buff. Dash sparkles. OEM a/c unit, Becker Europa AM/FM radio, correct square-weave carpet, new seating and door cards. Engine bay and mechanicals to factory finish, save the mirror-polished aluminum and brass bits. Unusual color combination with great eye appeal. Cond: 3+. **SOLD AT**



$71,500. *A usable luxury sports car. Interior was let down by the a/c unit not restored to same level as rest of the car, but that's easily remedied. Started and ran smoothly. 113s have exceptional build quality and many advanced safety features, but they're pricey to make right, so always buy the best you can. Market price.*

ITALIAN

#40-**1963 MASERATI 3500 GTI Sebring coupe.** S/N 101/01.741. Amaranto Roma/black leather. Odo: 83,939 km. Well-executed, recently applied paint, all body panel lines straight, though passenger's door sticky. Exterior chrome replated, few scratches in SS trim, windshield rubber and window trim fresh. Clean Borranis. Interior mix of old and new, restored gauges and chrome excellent, dash paint has cracks and chips. Electric window switch dangling, steering wheel badge faded, reported matching-numbers engine with original Lucas FI and ZF 5-speed. Self-locking differential, possibly a factory-demonstration car. Engine bay to driver standard, weld marks



on floorpans, chassis detailed with spray can. Documentation back to new with three owners. Nice alternative to a 330 Ferrari. Cond: 3-. **SOLD AT $220,000.** *Sale price blew past the price guides. Apparently two bidders needed this car. Trunk full of parts and hard to start. Reportedly receipts from 2012 in excess of $50k were available from JML restorations in Santa Barbara, CA, for total strip and repaint, restoration of the mechanicals and new interior. This has to be a home run for the seller. The buyer has a beautiful and rare car that may be sniffing about for more dollars to be spent on it.*

#46-**1969 FERRARI 365 GT 2+2 coupe.** S/N 12451. Fly Yellow/black leather. Odo: 67,880 miles. Attractive paint evenly laid down. Small ding in passenger's door, slight waves in driver's door. Good gaps. Beautiful dash, gauges and steering wheel. Driver's seat beading beginning to wear through, rear seat leather cracking. Engine bay driver-quality; missing brake-reservoir cap replaced with duct tape and a zip tie. Borranis refinished, chrome begining to lift on center caps. Engine and suspension rebuilt 2005–06. Ownership history from new. Includes binder of receipts, correspondence, photographs and Ferrari Heri-



tage Certificate. Cond: 3+. **SOLD AT $242,000.** *This car had great eye appeal, has won some local regional car events in the past and could possibly win a small local show yet. "Queen Mothers" (as they are referred to in Ferrari circles) do not look so big to the rest of us, being nicely proportioned and no larger than an Accord or Passat. The duct-taped brake reservoir did not inspire confidence, and hopefully no other hidden surprises await buyer. It's a turbulent market for early Ferraris right now—perhaps this is the new norm. Seems pricey, but maybe not next year.*

#3-**1977 FERRARI 208 GT4 coupe.** S/N 13550. Red/tan leather. Odo: 16,035 miles. Excellent original paint and trim. All gaps line up nicely. Car sits right. A few scratches on rear bumper. Small bubbles in passenger's door trim. Correct badging and Borranis. Interior very clean with minimal wear. Slight wear to steering-wheel leather, plastic glovebox door a bit warped. All glass clear. Engine bay clean, with all factory components in place. Trunk is as it left factory, with original spare, tool roll and jack. Undercarriage clean with no



evidence of repairs. Cond: 2-. **SOLD AT $56,100.** *These small-displacement V8 cars were designed to take advantage of Italian tax breaks for engines under 2 liters and are rarely seen here. Today they languish in the marketplace, falling between the 246 Dino and the 308 series. This car was last offered at Russo and Steele's 2008 sale in Hollywood, FL, where it no-saled at $44k (SCM# 116156). It no-saled across the block here at $51k, but the deal came together later. A very nice example, very well sold.*

AMERICAN

#56-**1934 WINFIELD SPECIAL racer.** S/N N/A. White/black vinyl. MHD. Nicely restored old dirt-track racer in good condition. A few chips and scratches in paint; leather straps hard from engine heat. Constructed on Ford Model A chassis with Ford Model B 4-cylinder engine and numerous performance enhancements, including a pair of Winfield carburetors feeding a Riley 4-port head. 1939 hydraulic brakes at all corners. Earned three

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top-10 finishes at Monterey Historics in '90s, 1995 Monterey Cup for best pre-war car, and is eligible for Vintage Sports Car Club of America events. Cond: 3. **SOLD AT $33,000.** *For someone looking for a VSCCA-eligible toy you could use to dice it up with the period Maseratis, Alfas and Bugattis of the day, this looked like a real bargain. It started up and ran—albeit not smoothly or quietly—but as expected. Well bought.*

#21-**1941 CADILLAC SERIES 62 convertible.** S/N 8355074. Gunmetal Gray Metallic/black canvas/red leather. Odo: 84,470 miles. Recent professional restoration, appears not driven since. Shut-lines straight and even, paint consistent without fault, massive grille and jewelwork excellent. Correct power black canvas top. Art Deco dash and beautiful steering wheel in good order. Antique grain red leather interior appears unused. Trunk includes factory jack. Chassis detailed and show-worthy. Engine bay as-new with correct details. CCCA Full Classic ready for show or touring. Ownership traced to



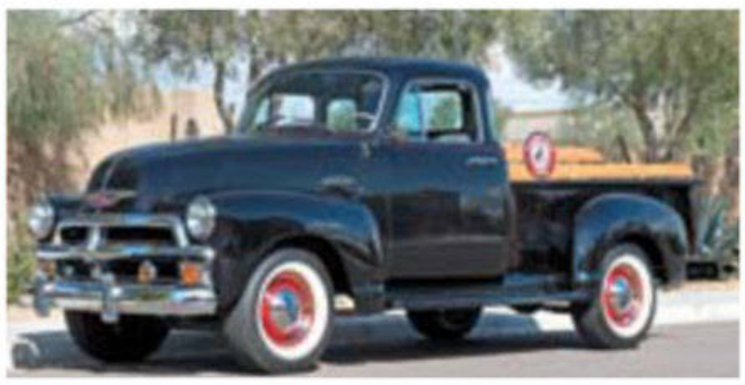
the '60s, but no indication who performed the recent restoration. Cond: 1-. **SOLD AT $184,250.** *A big, roomy car that undoubtedly floats down the road and would need nothing except new-car sorting to be ready for casual cruises, touring or the show field. The interior was a step back in time to another era of craftsmanship. I doubt the contrasting red steel wheels are factory-correct, but they spiced up the rather austere gray paint. Not sold on the block, but final results show that it sold at this world-record price.*

#64-**1950 HUDSON COMMODORE convertible.** S/N 50293591. Black/black canvas/red leather. Odo: 99,288 miles. 262-ci I6, 2-bbl, auto. Mile-deep black paint without fault anywhere. Similar quality reflected in chrome, trim, badges, rubber, gaskets and glass. Dash restoration itself is artwork with simulated wood and gauges with Art Deco lettering. Steering-wheel badge is stunning. Seats, carpets, door panels without flaw. All accessory switches in original bakelite material. Engine, mechanicals and trunk of comparable quality. Spotless chassis. Cond: 1-. **SOLD AT $155,000.** *This car was restored to an incredibly high standard for the model. No records provided for the restoration, but it was*



clearly executed with no expense spared. The Supermatic transmission was an overdrive feature that kicked in automatically at 22 mph. For the Hudson enthusiast, this car was a bargain and could not be duplicated. This was the right car to step up and pay a premium for. Well bought.

#22-**1954 CHEVROLET 3100 pickup.** S/N H54K018415. Black/gray vinyl. Odo: 1,633 miles. 235-ci I6, 1-bbl, 3-sp. New, deep black paint evenly applied, shows some small pinholes. Some touch-ups and body filler on passenger's wheelwell. All chrome replaced or redone, front bumper chrome has flaws, grille well finished. Passenger's door sits out slightly. New oak and stainless bedliner. Interior metal in matching glossy black. New gray vinyl seat cover, aftermarket stereo under



dash. Engine bay very original and clean, chassis finished to high standard. Cond: 2. **SOLD AT $48,400.** *An eye-catching, attractive truck. Last sold in 2012 at Barrett-Jackson Scottsdale for $25k (SCM# 193470). The deep black paint with bright chrome bits on the rounded body lines really worked well. This was one of several trucks from the same owner, and they all showed consistent high quality, giving bidders confidence. The market for older trucks remains strong, with several bidders chasing this one. Well bought and sold.*

#4-**1955 PORSCHE 550 RS Beck replica Spyder.** S/N 550000975. Light blue/black racing seats. Odo: 575 miles. A correctly constructed Spyder replica finished to extremely high standard. Built in past five years. Paint is without flaw. Correct-style taillights and turn signals, small-style Porsche badges, leather hood straps and Spyder script. Plexiglas racing windshield and a tonneau cover. Sits on new Vredstein tires with expensive reproduction



alloy rims and brakes. Interior finished with original-style racing seats, belts, banjo steering wheel and gauges. Punched-out VW engine with dual Webers is a beast pushing 172 hp for just 1,300 lbs. Cond: 2-. **SOLD AT $51,700.** *These are a hoot to drive. The consignor indicated he had $53k into the build, and it showed. This is not a car for the shy, as it draws a crowd everywhere it goes. Seems a little pricey for a total toy, but if you want something to scare yourself with on sunny days and not worry about parts made from unobtanium, this was a deal.*

#80-**1958 STUDEBAKER GOLDEN HAWK 2-dr hard top.** S/N 6105093. Black/black & red vinyl. 289-ci supercharged V8, auto. Older restoration holding up well. Paint well done, no flaws, some trim has minor scratches. Chrome good. Doors close hard. New interior, dash and gauges very sporting. Mix of new and old window rubber. Engine clean and original. New chrome wires and wide whitewall tires. Starts easily and runs well. Good stance. CA/AZ car all its life. Red



accents on deep black paint make a captivating recipe. Cond: 3+. **SOLD AT $143,000.** *The market has really come around to these unique icons of the 1950s. Three phone bidders and bidders in the room kept the crowd's attention until the hammer went down. Just short of a world record, behind the $149k paid for one at Barrett-Jackson Scottsdale 2012 (SCM# 191439). This was all the money and at least a little ahead of the market.*

#76-**1960 CADILLAC "Thundertaker" hearse.** S/N N/A. Orion Silver/black check cloth. 454-ci fuel-injected V8, auto. Four-year, 10,000-hour build, executed to highest standard throughout. Flawless body and paint. Nothing untouched or in need of attention. Custom Art Morrison chassis, ZZ 454 V8, 80-inch retractable sunroof, dual a/c, air suspension. Pullman seating, power windows, two TVs, custom stereo system, original Cadillac cloth interior seating. Stands tall with some the best custom hot rods built. One



man's vision carried out to the jingle of $750k, according to the consignor. Cond: 1-. **SOLD AT $132,000.** *Every inch of this car held a delight for the eye. It was parked in the main auction room for good reason—it is a work of art. An excellent example of automotive obsession. Backstory was the owner enjoyed taking his family in neighborhood parades and wanted something unique. The end result is too nice, and I was told he wanted it to end and just go back to a "regular" '59 convertible for parade use. If you had any reason to*



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purchase this unique creation, it was a screaming bargain. At this price, park in your living room.

#28-**1964 CHEVROLET K10 4x4 Timberliner pickup.** S/N 4K154J150792. Orange/light gray vinyl. Odo: 1,919 miles. 292-ci I6, 4-bbl, 4-sp. Expertly applied Hugger Orange paint, all chrome new or rechromed. Correct tires and rims, fresh oak and stainless in bed. Clear original glass all around save aftermarket sliding glass back window. Passenger's door sits out out bottom. Like-new detailed chassis; interior new throughout. Steering wheel has cracks, seats showed slight soiling, scratches to threshold paint, aftermarket radio and tach. Engine bay has correct finishes and decals. Engine upgraded with Clifford manifold, Holley 4-bbl and headers. Finished to a very high standard. Cond: 3+. **SOLD AT $36,300.** *Last sold at Barrett-Jackson Scottsdale 2012 for $27k (SCM# 193493). Engine, transfer case and transmission were described as rebuilt and attached to a highway-friendly 3:08 rear end. Chrome script on one side spelled out "Timberline," a model reportedly built for high-altitude applications. It takes a man or woman of steel to drive one of these any distance, but they will go the distance and then some. My roommate had one and it always made my cars feel like luxury sports cars after driving it. Restoration to this level could not be duplicated if the truck came free. This was an excellent buy.*



#81-**1964 CHRYSLER 300K convertible.** S/N 8443215833. Black/white vinyl/black. Odo: 95,973 miles. 413-ci V8, 4-bbl, auto. Older paint coming undone in varying ways: scratches, pits, bubbling, lifting, hazy, waves in underlying bodywork, etc. Chrome variable, windshield rubber dried and cracked. Interior well preserved or replaced. Badges and steering wheel cracked/discolored. Hood sits a little high on one side. Passenger's door out at front. With power steering, brakes, windows, seats and top, 413 engine with dual-point distributor. One of 625 convertibles produced. Rough exterior but a heart of gold. Cond: 4+.



SOLD AT $33,000. *This car grew on me. It felt like a very honest car that had been subjected to a quickie respray years ago. And it had looks that get attention. If you just took this example as-is and drove it, you could get into a rare car with plenty of scoot, a top that goes down, room for all your friends, a bulletproof drivetrain, and have the only one in town for minimal Benjamins. This was a decent buy. Last sold for $15k at Kruse Phoenix 2005 (SCM# 37153). It no-saled at $18k at Kruse Scottsdale 1999 (ACC# 8981).*

#23-**1968 SHELBY GT500 KR fastback.** S/N 8TO2R21327804003. White/black vinyl. Odo: 771 miles. 428-ci V8, 4-bbl, 4-sp. Excellent white paint over flawless body. Driver's door has small kink in sheet metal at front edge. All chrome and stainless without flaw. Glass clear. Wheels on correct rubber. Rear taillight panel perfectly detailed. Interior all original and extremely clean throughout. Trunk and engine bay detailed to factory spec. Chassis like new. Documented with deluxe Marti Report, factory invoice sheet and individual order form. 31k miles. Odo reading is since resto. Cond: 2. **SOLD AT $125,000.** *This car reportedly spent its life in the dry Texas climate, and the sympathetic restoration preserved 100% of the original sheet metal. Chassis stills shows original factory red oxide paint. The car started easily and ran well.*



Low-mile original Shelbys are not common, and this sold under the $140k low estimate. A win for buyer and seller.

#70-**1970 PONTIAC GTO Judge convertible.** S/N 242670P144557. Verdoro Green/saddle vinyl/Sandalwood knit vinyl. Odo: 74,782 miles. 400-ci V8, 4-bbl, 4-sp. Comprehensively restored to faultless standard. Paint and stripe decals laid down on perfectly prepared bodywork, excellent gaps. Every component of car correctly assembled with proper factory markings. Tiny bit of paint lifting on console door lid; paint on hood a micro-shade flatter than remainder of the car. PHS documentation confirms matching numbers and options, including power disc brakes, steering, gauge cluster and Positraction. Better than when it left the factory. Cond: 1-. **SOLD AT $170,500.** *One of 168 Judge convertibles produced in 1970. If you wanted to pick a nit, the addition of a/c would have been a nice option for a more enjoyable summer driver—but that no longer matters, as this car is going to live its next life as the rolling sculpture it is in a museum. Well sold and an excellent buy.*



TOP 10 No. 2 #43-**1971 PLYMOUTH HEMI 'CUDA 2-dr hard top.** S/N BS23R1-B204543. Curious Yellow/black vinyl. Odo: 10,305 miles. 426-ci V8, 2x4-bbl, auto. Nut-and-bolt restoration of a low-mileage 'Cuda to concours standard. Paint and body preparation are glass-smooth, with body panels lining up perfectly. Clear original glass, save for the windshield. Interior completely original except new carpet. Chassis detail sparkles. Engine bay meticulously correct. Said to be one of 11 built for Canadian export and one of three in Curious Yellow. Better today than when it left the factory. From the famous Canadian hockey player Ed Belfour's collection. Cond: 1-. **SOLD AT $489,500.** *What can you say about Hemi 'Cuda prices? They've been up, they've been down, and now they are coming back around again. This car was restored impeccably by a Mopar expert and was about as good as it gets condition-wise. It came with three build sheets and history documented to 1973, when its original owner first sold it. Selling price was below auction low estimate but above the most recent SCM Pocket Price Guide. Buyer should have no regrets.* ♦



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Bonhams — The Dr. Ralph W.E. Cox Jr. Collection

An 1873 Silsby rotary steam pumper — a high-tech "fire truck" of the period — sold for an impressive $100k



1873 Silsby rotary steam pumper, sold at $100,000 — fake horses not included

Company
Bonhams

Date
May 10, 2014

Location
Cape May, NJ

Auctioneer
Rupert Banner

Automotive lots sold/offered
34/34

Sales rate
100%

Sales total
$506,660

High sale
1909 Premier 45 speedster, sold at $143,000

Buyer's premium
10%, included in sold prices

Report and photos by Jed Rapoport

Market opinions in italics

Dr. Ralph W.E. Cox Jr. was a pioneer of the post-war aviation industry and traveled all over the world via his own airline to acquire interesting cars and memorabilia. The items sold at this sale were from a museum that Dr. Cox created. It closed in 1964, and the items on offer here had been in storage ever since. Some lots sold prior to this sale, including the 1936 Mercedes-Benz 500K sold at Bonhams' 2014 Scottsdale auction for $1.43m.





1909 Premier 45 speedster, sold at $143,000

Dr. Cox's estate will be remembered as one of the most broad and eclectic collections to come to market in years. Where else could you buy a 1926 Yellow Coach open-top double-decker bus (minus an engine) for $37k? Perhaps while you ponder that question, you will consider the implications of purchasing a 1929 American LaFrance fire truck in "project" condition. This pumper-and-ladder truck was amazingly complete and preserved, right down to the trampoline, but you'd need a shop 40-plus feet long to restore it. Such trivialities probably factored into its low $6,600 sales price.

The sale was heavy on Brass Era cars, and the featured lot was a 1909 Premier Model 45 raceabout. It started life as a formal car but was redone with a rather crude speedster body in the 1950s. The car soared past its high estimate of $60k to a final figure of $143k. A 1904 Ford Model AC sporting an old restoration surpassed its estimate to sell for $88k.

A large selection of Model Ts, most requiring major restoration or parting out, was not without its notable items. A fairly desirable 1911 Torpedo roadster that appeared to be in near-road-ready condition surpassed its estimate and found a home for $34k. A very complete and well-preserved 1914 tourer with fantastic patina sold for $9,350.

Beyond cars and trucks, there were airplanes, airplane parts, car parts, a vintage trolley car and, of course, horse-drawn vehicles. An 1873 Silsby rotary steam pumper — a high-tech "fire truck" of the period — sold for an impressive $100k.

But the vehicle that stole my heart was not at the auction site and had to be viewed by appointment — a 1906 Hammond San Francisco cable car. Yes, a real cable car. Bidding surpassed the high estimate of $40k to end at $82,500. Mercedes-Benz 500Ks are a dime a dozen by comparison, and someone was astute enough to realize it. ♦



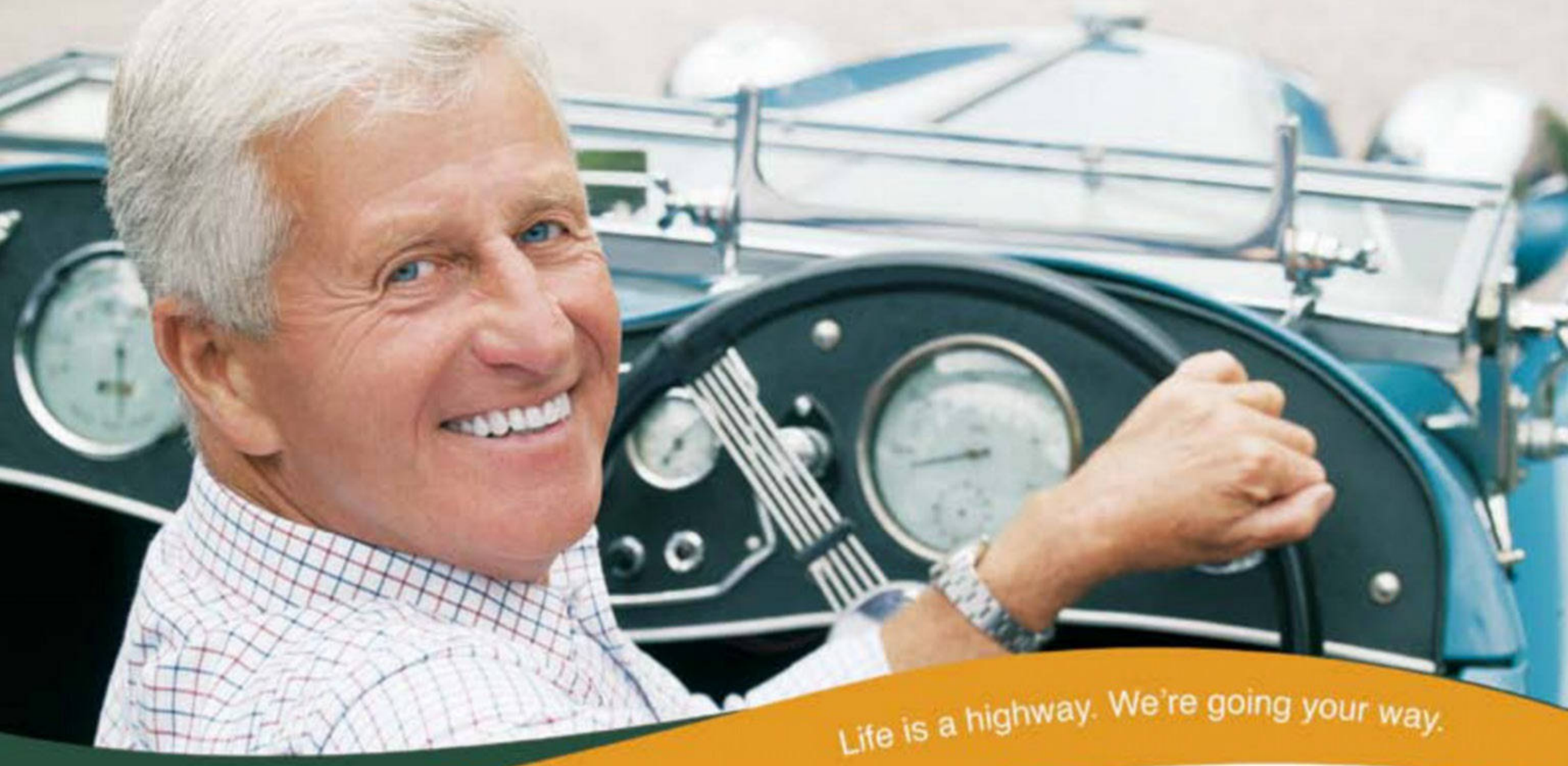
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#205-**1873 SILSBY rotary steam pumper.** These are rare, ornate machines, and this one appears to be very complete. Probably an old restoration or combination of good survivor and old partial restoration. The nickel plating and bare metal parts will need lots of polishing to return to their former glory. May be missing some minor items, but awe-inspiring nonetheless. The buyer will need lots of metal polish to realize the full potential of this



prize. **SOLD AT $100,000.** *Manufactured in Seneca Falls, NY, this horse-drawn steam pumper uses a boiler to make steam that drives a gear-type water pump. Supposedly priced at $8,000 when new, which equates to $153,000 today, so this was a very expensive machine not far removed from the price of a modern fire truck. It sold right at the high estimate, and I think after some recommissioning it could fetch even more. Well bought.*

#202-**1900 C.P. KIMBALL & CO. barouche.** Green & yellow/black leather. Of all the horse-drawn vehicles in this sale, this was the most original and well preserved. Clearly a survivor, sporting original paint and leather. Even the period patches to the top are still in place. Everything appears to be here. Cond: 3-. **SOLD AT $13,750.** *A very classy-looking carriage, but I have no idea if the carriage collectors favor originality like the car people do. I wouldn't restore this; just clean it real well, preserve the leather, and hitch the horses up. Better yet, place the plaster horse wearing a hat (Lot 200) in front of it in your garage. The hammer price was right in the estimated range, and I have to say I thought it was good value for the buyer.*

#308-**1904 FORD AC 10-HP rear-entrance tonneau.** S/N 311. Eng. # 982. Dark red/black leather. RHD. The badges on the car indicate this was in the 1954 AACA "Cape May Run," and the auction company surmises that it was a fresh restoration at the time. Clearly someone started with a good car, since everything is here and reasonably correct for such an old restoration. Given that it's been off the road and in storage for about 60 years, it is a great example to clean and make functional or be the basis for a full show restoration. Cond: 3-. **SOLD AT $88,000.** *The AC was outwardly almost identical to the first Ford product of 1903, but by this serial number it had the more powerful motor. Given that the car is eligible for the London to Brighton Run,*



it drew an international level of interest far beyond almost any other car in the sale. Expected to be one of the sale highlights, it didn't disappoint, selling for just over the $80k high estimate. Given that the car is not, in fact, a survivor but an old restoration, I think it was a strong result.

#206-**1906 HAMMOND San Francisco cable car.** Well preserved given that it was constructed in 1906 and used until the early 1950s. Looks today exactly as when it was taken out of service, with a "retro" livery from 1906 and a great patina. Missing most of its interior lighting and critical parts of its cable gripping hardware, but cosmetically very much all here. An amazing example of cultural and mechanical history in well-preserved survivor condition. Cond: 4-. **SOLD AT $87,500.** *Once and forever a symbol of the city of San Francisco, the cable car is about as iconic a vehicle as can be imagined. I can't foresee that the opportunity to acquire another one will present itself again in my lifetime,*



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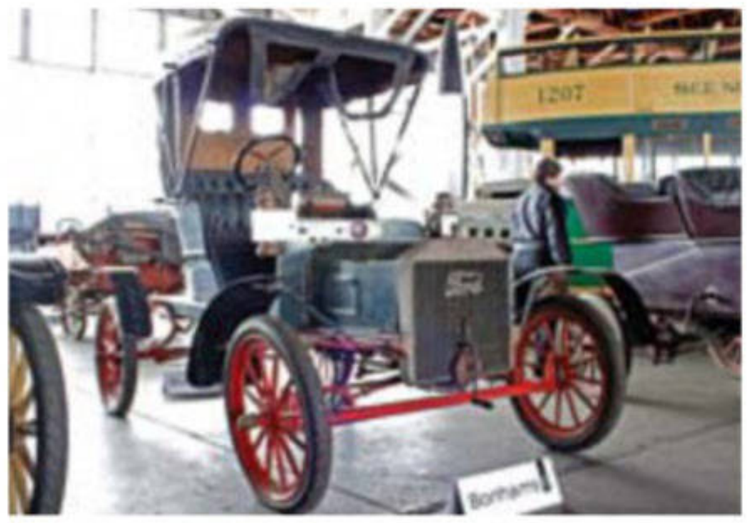
although others must be in private hands. If you had the space to display it and the means to get it there, this would be an acquisition to brag about. Clearly the bidders agreed with me. Given the cultural significance and mainstream recognizability, I call this cheap.

#314-**1906 WALTHAM ORIENT buckboard.** S/N N/A. Eng. # 2478. Wood/black leather. MHD. There is not much to these, and this one looks to be a stock example, although missing front fenders and wearing the wrong-size tires. Appears to be an old amateur restoration with some minor authenticity issues, but the wood looks like it will clean up and the 1-cylinder motor is simple enough to get running. Cond: 4. **SOLD AT $12,320.** *By 1906, the Orient Buckboard was losing sales to bigger and more substantial cars, including Waltham's other offerings. By the same token, its diminutive size and limited use are big limiting factors for it as a collectible today. Great for 1- and 2-cylinder tours or horseless shows,*



but not much else. This would require a restoration to be a prize-winner, but it makes a great garage decoration as-is. I call this fairly sold.

#304-**1907 FORD MODEL N runabout.** S/N N/A. Eng. # 5362. Green/black leatherette/black leather. RHD. A rare example of a pre-Model T Ford car. This car appears to be a very well-preserved survivor vehicle, including the top with the original manufacturer's tag still on it. It was delivered new to San Francisco and still carries vintage California plates. The consensus among those I talked to is that the car looks complete and correct. A serious candidate for proper preservation or—to the horror of the preservationists—the basis for a show restoration. Cond: 4. **SOLD AT $42,900.** *The Model N was really the precursor to the Model T and is overshadowed in collectible terms by the big Model K manufactured at the same time. With the growing emphasis on preservation, it would be a shame to restore this car. As predicted by at least one Ford expert I spoke to prior to the auction, the*



car sold for above its $30k estimate. My gut tells me this was top of the current fair range, but it may prove well bought in the long term.

#309-**1909 PREMIER 45 raceabout.** S/N 1359. White/red leather. RHD. Displayed front and center at the auction and drawing a crowd, the car stands out. From a distance, it looks like all you need to do is service the mechanicals and it will be ready to drive. The home-made speedster body is reasonably attractive if a bit crude. Paint is self-stripping in places but serviceable. Brass all there, including a mono-



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Magnolia with parchment hides, full wood package, excellent condition. 47,925 miles from new, clean engine compartment. Tools, lambs wool overlays, wood in excellent condition.
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Long wheel base, shell grey exterior, new paint. Scarlet interior, hides new, wood in excellent condition. 83,560 miles from new, very clean engine compartment, carpets like new, tool kit, many books and records.
Dealer serviced $19,950.00



1987 Rolls-Royce Camargue SCAYJ42AOHCX10403
Last of line #3 of 12. White exterior in excellent condition. Scarlet hides like new. All bespoke options including: Brief case, crystal cocktail set, complete vanity set with silver hair brush, mirror and clothes brush, and took kit. All service, history and publicity records included. 23,305 miles from new.
Dealer serviced $125,000.00

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cle windshield, but in need of lots of polish and repair. The engine turns over, but that's all that is known of the mechanical condition. Cond: 3-. **SOLD AT $143,000.** *These high-horsepower brass cars make great tour vehicles, and with the right bodywork are serious show cars. Now sporting its third known body on this chassis and one that is not weather-friendly, plus being a lesser-known marque of the era, it shouldn't have hit the hot buttons. But for some reason the bidders went gaga for this car, pushing the price more than double the $60k high estimate.*

#302-**1911 FORD MODEL T torpedo runabout.** Yellow/black leatherette/black leather. 1950s-era restoration now showing lots of patina. Overall, needs cleaning and recommissioning to make it useful. The seat bottom and floorboards are missing. The lights are identified as later vintage, and the motor is probably a later replacement, now missing all serial numbers. Event badges and stickers indicate the car was actively toured in the '50s,



so I'm betting it could be returned the road without too much effort. Sold on bill of sale. Cond: 4. **SOLD AT $34,100.** *1911 Model Ts are less abundant than later years, as assembly-line production was still ramping up at this time. The sporty and relatively rare-for-Model-T body style, along with the the eligibility for Brass events, makes this a desirable car. At least one Ford expert I knew said that if you were going to buy a Model T at the sale, this was the one to have. That said, the price looks high for condition.*

#200- **PLASTER HORSE WEARING A HAT.** Plaster and wood horse in somewhat needy condition. Mane is missing, but tail is still attached. Cracks in plaster here and there. Paint and finish need to be refreshed. Missing a big chunk of its stylish hat. **SOLD AT $750.**



Made for a museum or for some kind of static display, shown at the auction in front of the horse-drawn fire pumper. I even learned that there are companies that restore these horses. Who would have guessed? Despite being the only one of the four plaster horses offered that was wearing a hat, it did not bring a premium price over the others. Well sold.

#198-**0 PLASTER HORSE.** S/N . One of four seven-foot-tall plaster horses offered in this sale, this one definitely looked different from the others. Painted black and still decked-out in what was identified as a saddle and some tack for hitching it to a carriage. In need of restoration with patches of flaking paint, cracks in the plaster, no tail and missing



an eye. Cond: 4. **SOLD AT $1,062.** *I don't think the condition was all that different from the other horses offered, although the black paint highlighted its flaws, but the harnesses clearly made this horse a special one. Sold for about double the $500k high estimate and more than any other horse offered. Who am I to argue with that result?*







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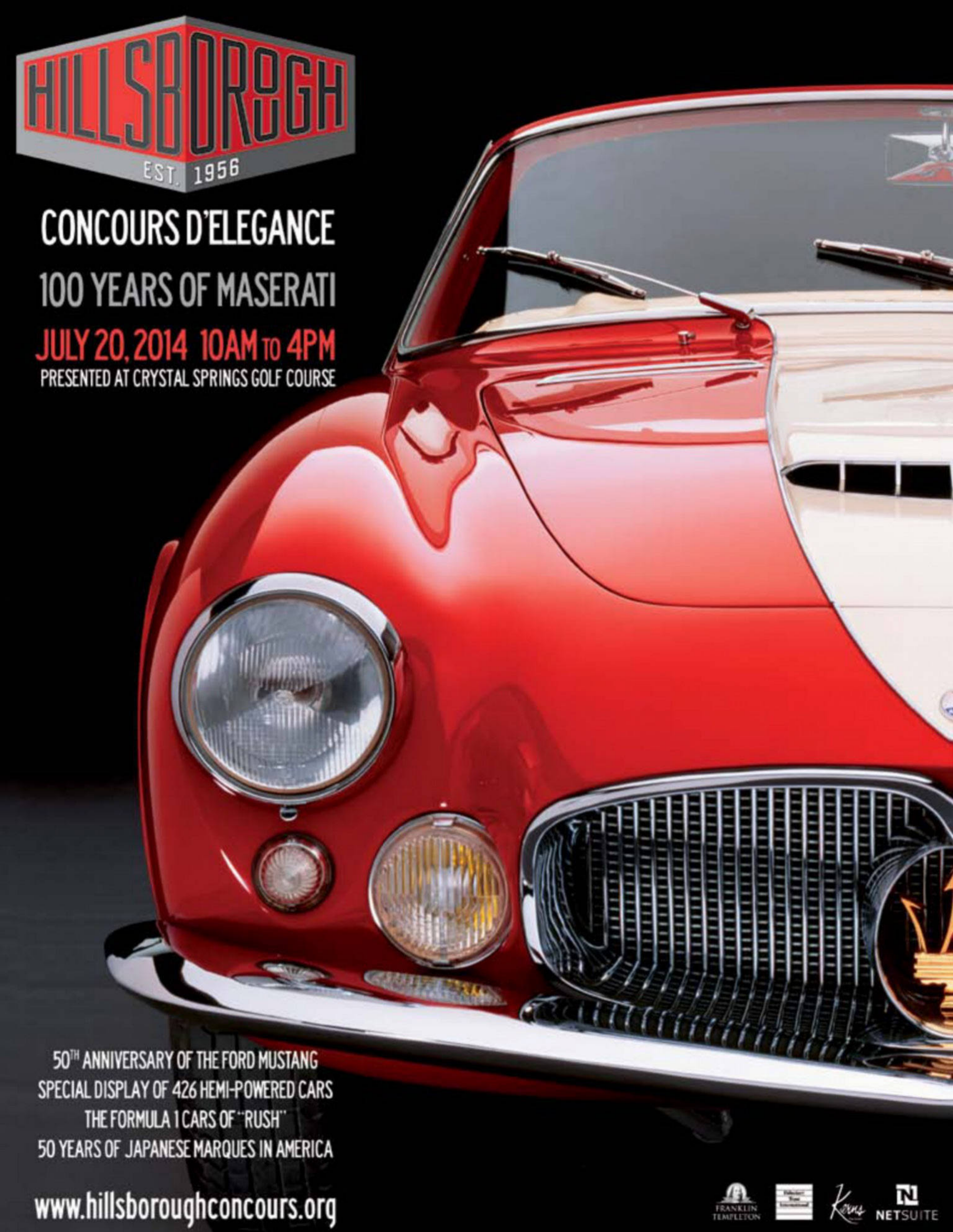
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#320-**1914 FORD MODEL T tourer.** S/N 602453. Eng. # 640259. Primer/black leather. Looks more forlorn than it really is. Body is very solid. Even the rear fenders and running boards are savable. Front fenders, seat bottoms and all lights are missing. Top frame is there. Engine turns freely, and key mechanical parts appear to be present. Cond: 5. **SOLD AT $5,500.** *Obviously a restoration project but*



unlike many of the cars in this sale, this one looked worthwhile and achievable at reasonable cost. The wealth of experts and parts makes restoring these Brass Era Ts fairly straightforward. The car is eligible for Brass Era events, and that is a big plus. It sold over the $5k high estimate, but not so far as to skew the math of a restoration. Call this fair for both sides.

#321-**1914 FORD MODEL T tourer.** S/N 488112. Eng. # 533230. Black/black leatherette/ black leather. Tremendous preservation car, surprisingly solid and complete. Lots of stress tears to fenders and some serious rust in the joints between the fenders and running boards—all of which is fixable or preservable. Interior amazingly well preserved, although a bit brittle. Appears to have original top. Headlights, windshield, gas generator all here. Looks complete under the hood. A car that



screams to be preserved. Cond: 4-. **SOLD AT $9,350.** *Probably the best preserved of all the Model Ts at this sale. Clean it, add new tires, sympathetically repair some items, make it run and display it as a preservation car. Would be welcome at almost any major event and may even be usable for Brass tours if done correctly. Bidders recognized the potential and it sold for more than 50% above the $5k high estimate. Given the interest in preservation cars today, I'm not surprised by this outcome.*

#327-**1916 INTERNATIONAL AUTO WAGON EX.** S/N 602. Black/black/black vinyl. RHD. Appears very complete and well preserved, including a full set of lights and original canvas side curtains. Lots of patina from long storage, but the cosmetics should clean up well. The wood body is in excellent condition and sports one very old repaint. Not running. Will require a complete recommissioning of the mechanicals to make it functional. A serious survivor car that is ready



for proper preservation. Cond: 4. **SOLD AT $27,500.** *The Auto Wagon was a sort of do-all SUV of its time. A similar IH survivor example was driven to the auction site by a member of the local 1- and 2-cylinder club, a testament to the functionality of these vehicles. IH high-wheelers have proven very popular at auction, producing some surprising results in recent years. Again, preservation vehicles claimed the high ground at this sale, and this above-estimate result appears to be right on target.*

#207-**1918 J. G. BRILL & COMPANY DT-9 street car.** S/N N/A. Exceptionally rare and well-preserved example of a bygone era. This classic streetcar is finished in Philadelphia livery and showing a patina from its long storage. Appears to be very complete and, according to the catalog, still has the panto-



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Glovebox Notes

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

2014 BMW 328i xDrive Gran Turismo sedan



Price as tested: $55,500
Equipment: 2.0-L I4, 240-hp, TwinPower Turbo, 16-valve engine, 8-speed STEPTRONIC automatic transmission, xDrive all-wheel-drive. Options: M Sport, Cold Weather Package, Dynamic Handling Package, Premium Package
EPA mileage: 22/33
Likes: Black trim accents make the eye-catching Estoril Blue paint stand out. The front end definitely says "BMW," but the back end raises eyebrows. Deployable rear wing adds to the cool factor while aiding in downforce at speeds in excess of 65 mph. In true BMW fashion, the interior and driving controls are user-friendly and well laid out, even though it took me a while to find a "sweet spot" with the eight-way electrically adjusted driver's seat. Excellent Harman Kardon surround sound system with quick and easy Bluetooth connectivity. A unique feature is the in-cabin, double-pull hood release, eliminating the underhood secondary release that's standard on most cars. Why is this just now a feature available? Always one of my favorite options, the moon roof coupled with the rear roof glass brings in added sunlight when desired — especially enjoyable now that the sun finally made its presence known after our dreary and gray Pacific Northwest winter.
Dislikes: The rear body lines didn't win a lot of votes. The Gran Turismo body style seems to not know whether it's a sporting 4-door or a wagon. The exterior headlight washers generate excessive overspray, which, if you're a detail freak, means you'll be wiping down your hood a bit more than you are used to. Surprisingly, at $55k, there's no rear-mounted camera to aid in backing up (although it's an available option). With just 240-hp with twin-scroll turbo, the 328i didn't really pick up and go, even while in Sport Mode. Undoubtedly the weight and all-wheel drive components were hindrances to its quickness. The electric steering tends to feel vague at varying speeds. Brakes are a hair touchy when cold, possibly due in part to the regenerative braking or the Brake-Fade Compensation system. Our car had an annoying rattle at freeway speed coming from the plastic steering column shroud.
Fun to drive: ★★★½
Fun to look at: ★★★½
Overall experience: ★★★½
Verdict: With the 8-speed automatic, the car likes to short-shift, which aids in fuel economy. Sport Mode increases shift rev range, but there's still not a lot of punch for the noise generated. Front and rear heated seats will keep travel companions toasty on cool mornings and evening excursions, and with the added rear leg room the GT offers, rear passengers will have no complaints that they were too slow in yelling "shotgun." Vast rear compartment space, enough for me to haul three sets of motorcycle road race bodywork. Nice anchor locations — both adjustable track and hidden, low-load panel hooks — will keep goods from rolling around. The xDrive GT will fit a certain demographic that prefers utilitarian use over exterior styling, and for that certain demographic, it will make a worthy daily driver. — *Jeff Stites*





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1998 Porsche 911 C2S
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1957 Mercedes 300SL
First year of the legendary roadster, this example received a complete mechanical and cosmetic restoration by an employee of the Mercedes Classic Center AG.





1974 Ducati 750 SS
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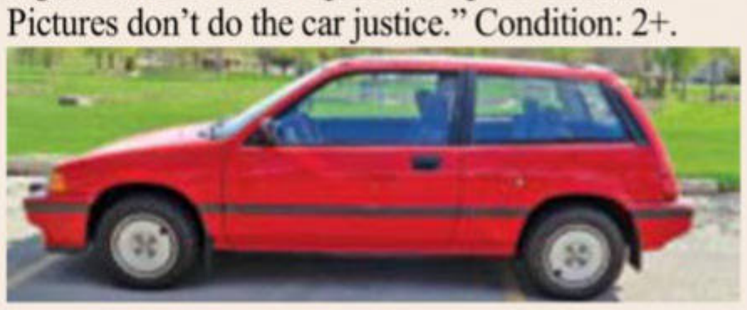
Rising Sun

It's a Honda triple-shot

by Tony Piff

(All text within quotes minimally edited from online descriptions)

 # 271506750840-1986 HONDA CIVIC Si hatchback. S/N JHMAH5335GS003456. 57,033 miles. "Actual miles. Original owner. Always garaged. Sunroof never opened. 5-speed manual. Pictures don't do the car justice." Condition: 2+.



SOLD AT $11,000. *The '86 Si was the first fuel-injected Honda, so this is about as old as the "Fast and Furious" crowd is likely to go. Since these run beyond 200k miles with no problem, condition is usually more important than the odo reading, but this really was something special. Not a crazy price.* ***eBay Motors, 5/31/2014***

201059311245-1978 HONDA CIVIC CVCC hatchback. S/N SGE4010007. 72,169 miles. "Completely solid and clean in every way. Very good, glossy repaint. Sunroof added. Updated EM1 1500 engine with electric choke. 5-speed, wood steering wheel, shift knob and dash, deluxe gauge package. Drives beautifully." Condition: 2+.



SOLD AT $7,100. *Yep: a woodgrain dash in a 1978 Civic. I confess that I found the tidy interior absolutely irresistible. These are harder to "stance" than the later generations and therefore draw less interest from the mainstream, but the EM1 is an accepted update. Within its deep niche, this was well bought and sold.* ***eBay Motors, 4/2/2014.***

 # 171329026931-1966 HONDA S600 coupe. S/N AS285C1001396. 29,736 miles. "CA car, no rust at all. Matching-numbers. Mileage believed original. Recent mechanical work; runs and drives fine. New interior in leather. Originally white but repainted some years ago, still in good shape. Body is absolutely straight. All components function as they should. Only 281 coupes were made in 1966." Condition: 2-.



SOLD AT $18,100. *The later S800 and the convertible body style are more collectible in theory, but running examples in LHD so rarely come to market that I can hardly believe such distinctions really matter. The point is the screaming chain drive and 10,000-RPM motor, which this one does have. I really hope an SCMer got this. Well bought.* ***eBay Motors, 4/20/2014.*** ♦

graph for drawing power from overhead cables. Well-preserved wood trim and elegant glass shade lights adorn the interior. For your museum or to start your own street-car



service, you are not likely to find another, especially in this condition. Cond: 4+. **SOLD AT $52,500.** *The history of this car is unknown, although it is of the type used in Philadelphia and Brooklyn, "likely acquired at the same time as the San Francisco cable car" (Lot 206). Not as iconic as Lot 206, but still strikes a major nostalgic cord with lots of people. The result blew away the top estimate by a long margin and still looks reasonable. A once-in-a-lifetime opportunity.*

#328-**1918 MACK AC ladder truck.** S/N 70061. Yellow/wood. What remains of this truck—essentiality the chassis and drive line—is restorable, but all the original fire apparatus and the entire body from the seats back are missing. Engine condition unknown. This will require a very dedicated truck collector to resurrect it. Cond: 6. **SOLD AT $1,100.**



The AC was the truck that earned Mack its reputation as a "bulldog," which eventually became the company's mascot. These trucks were tough, reliable and even good looking. Truck collectors definitely go for the early Macks, but in fire truck collecting, it's the pumpers that draw all the attention and money. Yes, this is restorable, but it is a huge project with limited upside. Well sold.

BEST BUY #306-**1920 MAXWELL MODEL 25 tourer.** S/N N/A. Eng. # 302772. Red & black/black leatherette/black leather. Odo: 12,993 miles. Either a well-preserved car or one with an old sympathetic restoration; I'm betting on well preserved. In generally good condition. Nothing appears to be missing or out of place. There is even a full set of side curtains on the back seat. Not much effort needed to return it to mechanical viability. Would make a great tour car or a fun "take



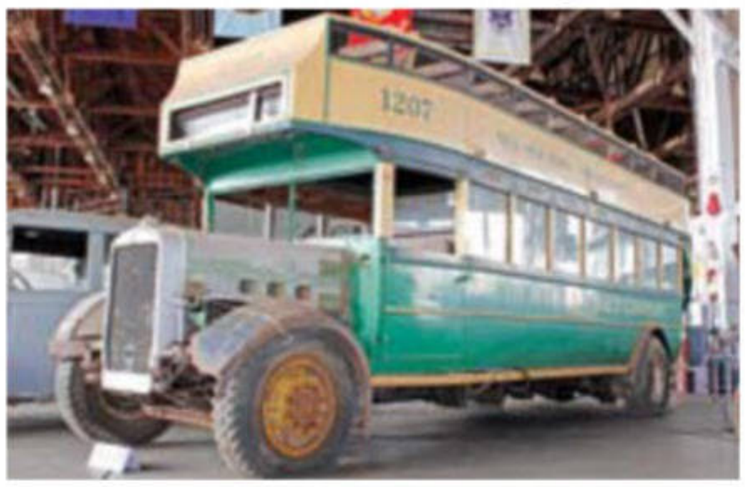
the family out for ice cream in nice weather" kind of car. Cond: 4+. **SOLD AT $5,720.** *1920 was a difficult year for Maxwell. The recession hit the company hard, and sales plummeted. These are recognized as reliable runners and good-driving cars, but the number of collectors is dwindling. The final price reflects the lack of interest in these kinds of cars, but if I were in a position to actually buy something at this sale, I would have bid this higher. I call this cheap.*

#325-**1922 FORD MODEL TT delivery.** S/N N/A. Eng. # 6256348. Green/black leatherette. Looks a lot worse from a distance than it really is. Body is amazingly well preserved with solid structure and seemingly original paint. Some of the obviously missing parts appear to be in the body, but the other missing items would be easy to source. Definitely a survivor car that could be sympathetically pre-



served. Cond: 5+. **SOLD AT $2,420.** *Truck collectors like specialty bodies, and this period body looks very special, with lots of original patina. But big commercial truck collecting is highly specialized and doesn't cross over much with most car collectors. This was a big truck, so it required a motivated collector to not only appreciate it but house it. I don't think the right buyers were in the room. Sold for less than half the low estimate, and I think it was cheap.*

#319-**1926 YELLOW COACH open-top double-decker bus.** Green & yellow/tan wicker. Amazing well preserved and rare example of an early coach. The body is solid and straight end-to-end, with the exception of the missing front fenders. Painted in a New York-themed livery, although it was found in California. The interior is a true time capsule



with wicker seats and wood benches. The original motor is missing; offered with a later-vintage motor not installed. Find a correct engine and preserve it as-is, or install a later motor and rent it out for parties. Cond: 4-. **SOLD AT $37,400.** *You will be the first on the block to own one, and you won't likely see another one at any show anywhere. Makes you wish you had a garage big enough to take it home. What a great historical item or possible money maker with a more modern driveline installed. Clearly the bidders were as enamored with this as I was. It sold over the $30k high estimate, and given the ease with which it can be recommissioned, I say the price was reasonable.*

#330-**1927 YELLOW COACH parlor coach.** S/N 2564. Gray primer. Odo: 24,126 miles. Once upon a time, someone started to restore this and gave up. Once you get past the unfinished work, it is largely complete and very solid. Some surface rust in patches but no major structural problems visible. All the lights, ladders, racks and other unique trim pieces appear to be here. A few seats are miss-



ing, but the remaining ones are well preserved. Driveline is here but condition unknown. A very restorable vehicle if you have a big enough shop. Cond: 5. **SOLD AT $1,430.** *It is a very cool vehicle and would make one awesome restored show piece, but it will be a massive undertaking. The low price was in line with the results for the other big trucks at this sale. I say it was well sold.*

#303-**1928 FORD MODEL A "AR" rumble-seat sport coupe.** S/N N/A. Eng. # A843315. Dark blue/tan canvas/tan cloth. Odo: 2,843 miles. Looks to be a real honest survivor car with some old cosmetic restoration done to it. Some features like red steering wheel and special generator make it a possible early "AR" version. Very solid body, rumble seat may be original upholstery, interior looks done over in the past. A few missing mechanical parts, such as the distributor, should be easy to replace. A weekend of effort and you could have it on the



road. Cond: 4+. **SOLD AT $7,480.** *The soft-top sport coupe body is relatively rare, and this one requires a very manageable amount of effort to return it to the road. I have had Model As in similar condition, and unless you want the experience of restoring one, just recommission it, and enjoy the fun of ownership. Properly done, this car will maintain its lovely patina of originality and still be very usable. The price strikes me as right in the fair range, and if the car is properly recommissioned, it could prove cheap.*

#329-**1929 AMERICAN LAFRANCE TYPE 147 ladder truck.** S/N 6516. Red & black/black leather. RHD. Although heavily weathered, this hook-and-ladder fire truck is amazingly well preserved. The body is intact and lacks any structural problems. Some of the ornate original striping and decorations are still very clear. The fire apparatus, including ladders, hooks, trampoline and other unique items, is still here. Engine condition is unknown. A very restorable truck, just a bit too



far gone to preserve. Cond: 4-. **SOLD AT $6,600.** *Who doesn't love a big, vintage fire truck with lots of the neat stuff still attached?*

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All right, so they're not for everyone. I've seen big numbers for restored trucks with ornate pumpers and finishes, but getting this one to show-condition will be costly. Given the bills ahead, including just transporting the behemoth, the price feels about right. I bet it gets restored by someone who truly loves it.

#312-**1931 FORD MODEL A rumble-seat roadster.** S/N N/A. Eng. # A4025231. Blue/tan canvas/tan leather. Odo: 50 miles. Looks almost usable at first but doesn't hold up to inspection. Clearly a very old restoration of a survivor car, with work not up to today's standards. You could clean the cosmetics, but the interior crackles loudly when pressure is applied. No distributor, coil or radiator cap anywhere. Spare cylinder head on the floor is



an ominous sign. But all the parts are readily available to fix it, and the work is easy to do. Cond: 4. **SOLD AT $12,320.** *Model A roadsters are perennial favorites of collectors. They are fun, easy to maintain and seem to have a steady market. Although this car needs some attention, nothing here is difficult to correct. Sold just over the $12k high estimate at what appears to be a fair number for all.*

#305-**1941 FORD SUPER DELUXE sedan.** S/N N/A. Gray/tan cloth. Odo: 84,960 miles. Missing windshield and trunk handle, but otherwise the parts appear to be all here. Some rust showing at the base of the cowl, yet the rest of the body looks rather solid. The paint and interior are probably original to the car. Period Philco radio installed. If the engine isn't seized, this should be an easy one to put



back on the road. Cond: 4-. **SOLD AT $3,520.** *1941 Fords aren't the most desirable of the '40s Fords, largely because of their dour styling. Being a sedan doesn't help this one's situation either. But the engines are bulletproof, and parts are readily available, so recommission this one and drive it. Anything more, and you may as well be buried in it. Sold right in the middle of the estimate range and looks fair.*

#313-**1949 FORD CUSTOM convertible.** S/N N/A. Green/green vinyl/green vinyl. 239-ci V8, 2-bbl, 3-sp. There is burn damage that is all superficial, not originating from inside the car. From the outside, the body looks solid, but these are prone to structural rust in the cowls, inner rockers and body mounts. Trunk and floors look okay, all the critical trim is here, looks fairly intact under the hood, overall



appears very complete. Needs restoration, but solid and complete enough to make it worthwhile. Cond: 4-. **SOLD AT $8,580.** *The first year for the all new post-war envelope bodies, and an iconic design. The bodies are prone to rust that is not always easily visible, but this car looked promising. It needs to be restored, and I predict it will be. I knew someone who restored one ground-up in two months, so it can be straightforward. The bidders clearly saw the potential as well, with the car selling well above the $3k estimate, but I think it was a fair deal.*

#317-**1951 MERCURY EIGHT 2-dr sedan.** S/N 51ME44517M. Green/gray cloth. Odo: 90,188 miles. 255-ci V8, 2-bbl, auto. The car is half coated in brushed-on red primer, including the chrome, presumably to preserve it. Rust holes in the bottom of all the fenders, passenger's side rocker is smashed, probably other horrors lurking in the body. Missing trim pieces. Trunk full of old tires is a bonus. Seat covers on the original seats, back seat looks



well preserved. Underhood all appears to be there. A project car, but the skeleton is ready to be resurrected. Cond: 5-. **SOLD AT $8,800.** *There are probably more modified and hot-rodded Mercurys of this era than stock ones. The great styling of these coupled with the iconic pop-culture status just resonates with so many collectors. Given the demand for these cars with the hot rod set, I was not surprised when it sold above the $8k high estimate.* ♦

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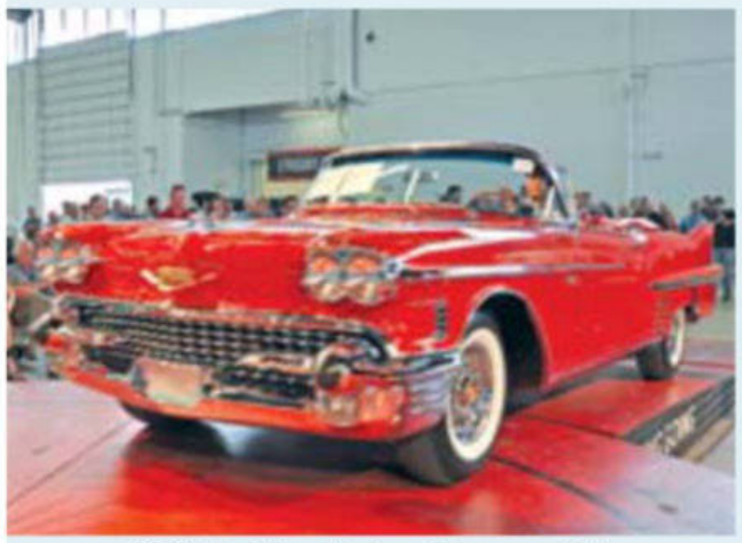
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Global Auction Highlights



1958 Cadillac Series 62 convertible, sold at $165,000



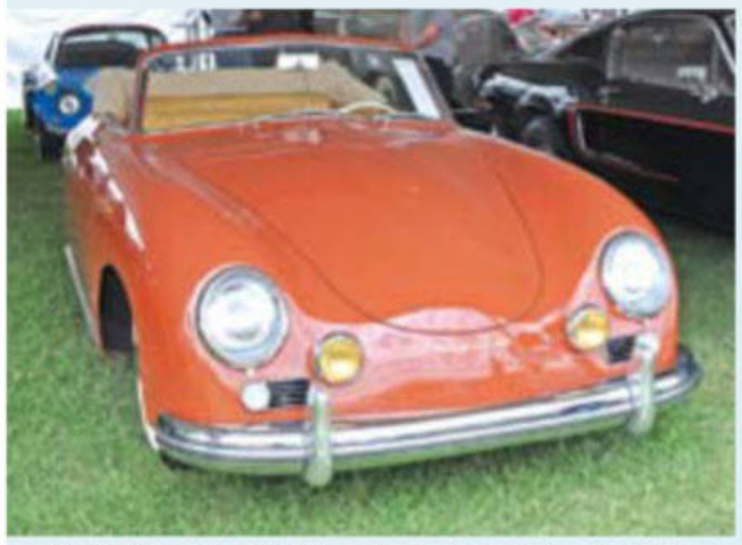
1971 Chevrolet Corvette LS6 convertible, sold at $286,200

LEAKE AUCTION COMPANY

Location: Dallas, TX
Date: April 25–26, 2014
Auctioneers: Jim Richie, Brian Marshall, Bobby Ehlert, Tony Langdon
Automotive lots sold/offered: 248/385
Sales rate: 64%
Sales total: $5,509,020
High sale: 1958 Cadillac Series 62 convertible, sold at $165,000
Buyer's premium: 10%, included in sold prices
Report and photos by Cody Tayloe

VICARI AUCTIONS

Location: Nocona, TX
Date: May 1–3, 2014
Auctioneers: Joey Fortner, Ken Buhler
Automotive lots sold/offered: 106/220
Sales rate: 48%
Sales total: $3,208,788
High sale: 1971 Chevrolet Corvette LS6 convertible, sold at $286,200
Buyer's premium: 8%, included in sold prices
Report and photos by Ray McNamara



1955 Porsche 356 Pre-A Continental cabriolet, sold at $335,500



1963 Shelby Cobra 289 roadster, sold at $955,800

MOTOSTALGIA AUCTIONS D'ELEGANCE

Location: Seabrook, TX
Date: May 2, 2014
Auctioneers: Brian Marshall, Dallas Wolbaum
Automotive lots sold/offered: 71/89
Sales rate: 80%
Sales total: $5,324,375
High sale: 1955 Porsche 356 Pre-A Continental cabriolet, sold at $335,500
Buyer's premium: 10%, included in sold prices
Report and photos by Cody Tayloe

MECUM AUCTIONS

Location: Indianapolis, IN
Date: May 13–18, 2014
Auctioneers: Mark Delzell, Mike Hagerman, Jim Landis, Bobby McGlothlen, Matt Moravec, Jeff Knosp
Automotive lots sold/offered: 924/1,420
Sales rate: 65%
Sale total: $38,149,243
High sale: 1963 Shelby Cobra 289 roadster, sold at $955,800
Buyer's premium: 8% ($500 minimum), included in sold prices
Report and photos by B. Mitchell Carlson

ENGLISH

#131-**1928 ROLLS-ROYCE PHANTOM I Boattail Roadster.** S/N 99EH. Black/tan leather. RHD. Odo: 34,689 miles. Older restoration. Cracks in paint throughout, mostly in the body corners. Rubber becoming dry and hard. Trim and hardware in good condition. Seat seam coming open. Carpets worn from use. Engine presents well. Thick engine paint helps hide any underlying imperfections. Engine overhaul to the tune of $23k in 2008. Cond: 3. **SOLD AT $176,000.** *Rolls-Royce chassis 99EH was originally built as a fixed*



cabriolet, coachbuilt and installed by Thrupp and Maberly. Before the car could be delivered to its intended owner, it was purchased by Prince Mdivani for one of his sons. In the 1950s, the car was returned to England and rebodied in the style of the Barker boattail seen here. Little has been done since it last sold at auction, here at Worldwide's 2009 Seabrook sale for $110k (SCM# 120413). Before that, it sold for $110k at RM Monterey 2008 (SCM# 117491). Very well sold. ***Motostalgia, Seabrook, TX, 05/14.***

#170-**1934 MORGAN F4 3-wheeler.** S/N F137. Red/black vinyl/tan leather. RHD. Older restoration with a few minor paint prep issues. Trim is minimal but in good condition. Upper door trim slightly hazy. Brass door handles show proper wear. Interior is simple and clean. Newer gauges look out of place. Modern updates include turn signals and larger stop light



at the rear. Simple and tidy engine compartment. Cond: 3+. **SOLD AT $36,300.** *Said to be one of the first F4 Morgans produced. At the time they were produced, the F4 was considered a step up from the Super Sport, but the exposed forward-mounted V-twins have proven more iconic and collectible. In 2003, an F4 sold for $18k at Shannons in Mel-*

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bourne, AUS, and we said it was "top dollar" (SCM# 30676). This one sold right in the heart of the catalog estimate. Fair deal for buyer and seller. ***Motostalgia, Seabrook, TX, 05/14.***

#122-**1954 NASH-HEALEY LE MANS coupe.** S/N 3082. Eng. # NHA1305. Ivory White/red leather. Odo: 61,535 miles. Older restoration in need of another. Bubble on hood scoop. Paint crack on nose. Filler on lower body. Rubber is worn, dry and cracked. Trim scratched and faded. Dash appears mostly original. Factory AM radio still installed. Backside of gauge glass is dirty. Leather seats in good condition. Engine appears well used.



Surface rust on several components. Cond: 4. **SOLD AT $62,000.** *No-saled very recently at Mecum Indy in May at a bid of $62k (SCM# 243843), before that at Mecum Kissimmee at a bid of $70k (SCM# 232399) and before that at Hollywood Wheels in West Palm Beach, March 2013, undisclosed high bid (SCM# 215842). These unusual cars are American-powered, English-chassised and Italian-bodied. Needless to say, that came at a hefty price at the time. The price paid here was hefty as well, as there is a lot of work to be done.* ***Motostalgia, Seabrook, TX, 05/14.***

#S60.1-**1954 NASH-HEALEY LE MANS coupe.** S/N 3082. White/maroon leather. Odo: 61,536 miles. Older, not-so-well-prepped repaint, with light cracking in places and chips on panel edges. Upper surface lines are generally smooth, but looking at the bottom, it has gallons of body filler in it. Passenger's door won't latch properly. No piece of chrome can honestly be called good. Light tear on driver's seat, despite a decent reupholstery job a few years back. Cond: 3-. **NOT SOLD AT $62,000.** *Very recently sold at Motostalgia*



Seabrook a few weeks ago for the exact same $62k (SCM# 243501). Before that, appeared on our radar at Mecum's Kissimmee auction in January, no-sale at $70k (SCM# 232399); and at Hollywood Wheels in West Palm Beach, March 2013, undisclosed high bid (SCM# 215842). Not quite the foaming dog turd that a previous correspondent thought it was, but close. More like a future driveable project car. ***Mecum Auctions, Indianapolis, IN, 05/14.***

#412-**1957 AUSTIN-HEALEY 100-6 roadster.** S/N 36252195. Silver/black/maroon leather. Odo: 48,585 miles. Older repaint with a lot of obvious flaws. Bubbles, chips, crazing throughout. Crack in the windscreen and other glass slightly cloudy. Bumpers dented and scratched. Grille heavily faded. Dry worn rubber. Seats are in good condition. Driver's footwell carpet missing. Dash covering coming off. Gauges are dull. Steering wheel appears to



be wrapped in electrical tape. Bare plywood trunk floor reveals heavy water stains. Replacement engine dirty and tired. Cond: 4. **SOLD AT $17,600.** *Description reads "engine and transmission comes with purchase." I asked the consignor what was wrong with the factory powerplant, and his response was that a previous owner changed it out to get more power. Judging from the poor condition of the car, I would assume that there has to be more to the story. Even poor Austin-Healeys can be quite valuable; this one will need a lot of help and a big checkbook to get it right. Likely riddled with nightmares; well sold.* ***Leake, Dallas, TX, 04/14.***

#1172-**1962 MGA 1600 Mk II roadster.** S/N GHNL2105979. Red/tan canvas/tan leather. Odo: 3,851 miles. Older high-quality restoration. A few areas of paint concern. Top side of driver's fender shows some dimples; other minor paint issues here and there. Stainless slightly hazy. Windshield delamination at edges. Door gaps not perfect. Newer replacement canvas top. Minor wood splintering on the steering wheel. Carpets unworn. Once



highly restored engine is showing age but shows little use and is tidy. Cond: 3+. **SOLD AT $26,400.** *This MGA hasn't been seen at auction since Kruse's Auburn auction in 2000, where it sold for $15,900 (SCM# 10604). At that time, it was being represented with $38k in restoration receipts, and we called it a "bit of a bargain." That deteriorating restoration has turned this into a clean driver-quality car waiting for someone to enjoy it. Values seem to have flattened over the years, and the price paid here was fair. Good deal for buyer and seller.* ***Leake, Dallas, TX, 04/14.***

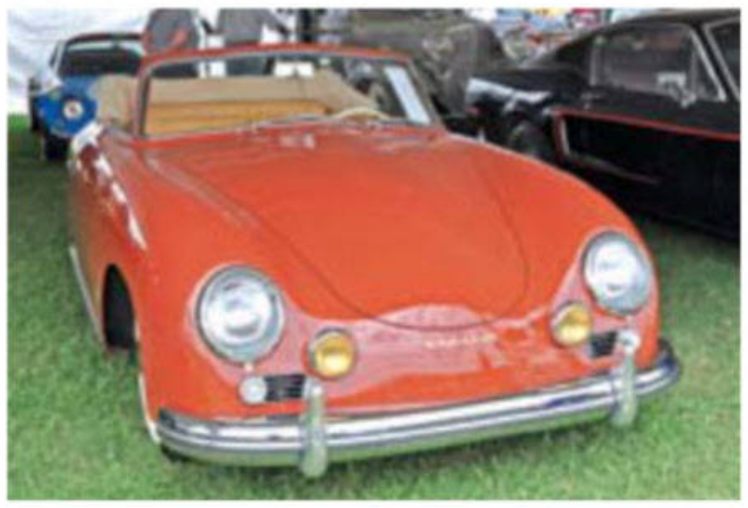
GERMAN

#156-**1955 MERCEDES-BENZ 190SL convertible.** S/N 1210425500559. Black/black canvas/tan leather. Odo: 78,271 miles. Stripped to bare metal and restored. Black paint is deep but needs a buff. Small ding in the driver's rear fender. Replated or replaced chrome throughout. Replaced rubber in good condition. Rich leather interior is better than new. Carpets in great condition. Gauge bezels and dash restored. Period-correct Becker Eu-



ropa radio. Finely detailed engine bay. Original Solexes replaced with dual Webers. Cond: 2+. **SOLD AT $129,250.** *As the 300SL market has risen, these have followed as well, but a few recent sales indicate we may have seen the top of the market. You can still own these today for 10% of the cost of a 300SL. Fair price for both parties and right in line with other recent transactions.* ***Motostalgia, Seabrook, TX, 05/14.***

TOP 10 No. 7 #143-**1956 PORSCHE 356 Pre-A Continental cabriolet.** S/N 60873. Eng. # 35295. Terra Cotta/beige canvas/Yellow Earth leather. Odo: 293 miles. Two-year concours-level restoration completed in 2011. Numbers-matching. Factory-correct colors. One of 278 produced. Porsche Certificate of Authenticity. Continental trim with hood handle delete. Optional "bent" shifter and Becker Mexico radio. Square weave carpets dyed to match the originals. Correct beehive taillights, red bullet-tipped



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radio antenna, tinted sun visors and louvered hubcap trim rings add to the authenticity. Cond: 1. **SOLD AT $335,500.** *One of the finest restored examples of the rare Continental 356—produced for a limited time before Ford threatened to sue Porsche for the "Continental" name. We saw it last year at Gooding's Scottsdale sale, where it sold for about $310k, which we called "well bought" (SCM# 214799). Our reporter noted that the color combination may have limited appeal, but lately it seems the less-common colors have been bringing the money. Well sold, as this is a Cab at Speedster money, and that's not the norm.* ***Motostalgia, Seabrook, TX 05/14.***

#135-**1957 MESSERSCHMITT KR200 Kabrio microcar.** S/N 53664. White/black canvas/red vinyl. MHD. Odo: 31,163 km. Older restoration. Paint is decent. Windshield is clear, but side plexi shows age with many scratches (but none too heavy). Stitching on canvas top unraveling in places. Seats look recently re-covered and show little use. Speedo gauge bezel is pitted. Engine simple



and clean. Cond: 3. **SOLD AT $63,800.** *1957 was the first year of the KR200 Kabrio, which featured a convertible soft top to assist in ventilation, as the previous plexiglas roof created a greenhouse effect. The $50k high estimate seemed lofty compared with most recent sales, but the bids kept climbing, making this the most expensive Messerschmitt since RM's sale of the Bruce Weiner Microcar Collection in February 2013.* ***Motostalgia, Seabrook, TX, 05/14.***

#S18-**1959 BMW ISETTA 300 microcar.** S/N 501413. Yellow & cream/gray cloth/yellow checked cloth & parchment vinyl. Odo:



24,566 miles. Better-quality restoration completed in past few years. Bottom of body has both gray and yellow overspray, plus light surface rust. Fitted with dealer-accessory exterior luggage rack and interior parcel-shelf rails. Chrome replated. Front bumper wears a pre-E.U. Dutch license plate. Fully restored interior, with all-new vinyl and authentically reupholstered seat. Reproduction shift-pattern and heater-control decals. Shift knob is missing. Cond: 2-. **SOLD AT $36,158.** *The price break between a sunroof and fixed-roof 300-series Isetta seems to be negligible, but later-series models like this may bring a slight premium. This car failed to sell last week at Auctions America's Auburn sale at a bid of $30k (SCM# 243786, p. 92). Market-correct price this time.* ***Mecum Auctions, Indianapolis, IN, 05/14.***

#107-**1960 PORSCHE 356B coupe.** S/N 109796. Signal Red/black vinyl & cloth. Odo: 24,835 miles. Older restoration well cared for. Rubber slightly hardened. Light pitting around window frames. Scratch on roof above driver's door. Dulling paint at lower windshield corner. Fluid spills causing crazing on gas-tank paint. Tidy interior. Engine is clean and nicely restored. Modern K&N air cleaners. Numbers-matching with Porsche certificate of



authenticity. Sheet-metal stamps suggest original T-5 body panels. Cond: 2. **SOLD AT $52,000.** *Born in Ivory, color changed along the way, but in the hot Porsche market these days, the rarer colors seem to bring slightly higher bids, and nothing is more common than red. The restoration was nice but not over the top; it's now showing some age, allowing for casual use without the guilt. Well bought and sold.* ***Motostalgia, Seabrook, TX, 05/14.***

#438-**1965 VOLKSWAGEN BEETLE 2-dr sedan.** S/N 115504141. Green/white vinyl. Odo: 85,133 miles. Dry spray on older repaint. Rubber still has lots of life. Glass and trim in good condition. Stainless dull around door vent windows. Pitting on driver's door handle. Period-correct roof rack. Bald spare up front. Clean interior with newer carpets. Good seats. Steering wheel splintered and brightwork pitted. Uneven paint and dull spots on the dash. Clean but worn engine. Cond: 3. **SOLD AT $10,560.** *Fitted with factory accessories to give it extra eyeball, this one was attractive but nothing really special. Obvious things that should have been a turnoff such as a very bald spare and incorrect 1980s hubcaps*



didn't keep bidders away. Cute sells, and this one was on the high side but affordable to the masses. Well sold. ***Leake, Dallas, TX, 04/14.***

#152-**1969 MERCEDES-BENZ 280SE convertible.** S/N 1102512002936. Brown/tan canvas/tan leather. Odo: 66,791 miles. Said to be well maintained. Undesirable brown paint in decent condition. Three-speed auto. Paint chips at the driver's door edge. Windshield has signs of early delamination and a chip in the glass. Some pitting here and there. Mostly original interior in very good condition. Cloudy plastic backlight. Factory a/c. Becker



Grand Prix radio. Engine is average. Cond: 3. **SOLD AT $71,500.** *Pretty strong money for what amounts to a decent driver offered in brown. The auction house had an estimate of $55k–$75k, and this one landed toward the upper end. Finely restored examples can bring upwards of $200k, but this one still has a ways to go to get there. Average ones can sell for $50k or less. Well sold.* ***Motostalgia, Seabrook, TX, 05/14.***

#S69.1-**1969 MERCEDES-BENZ 280SL convertible.** S/N 1130441006582. Dark gray/dark gray hard top/maroon MB-Tex. Odo: 43,635 miles. Two-owner car, miles claimed actual. Fitted with period West Germany tourist plates. Very presentable paint appears mostly original. Replacement windshield starting to delaminate along bottom edge. Very



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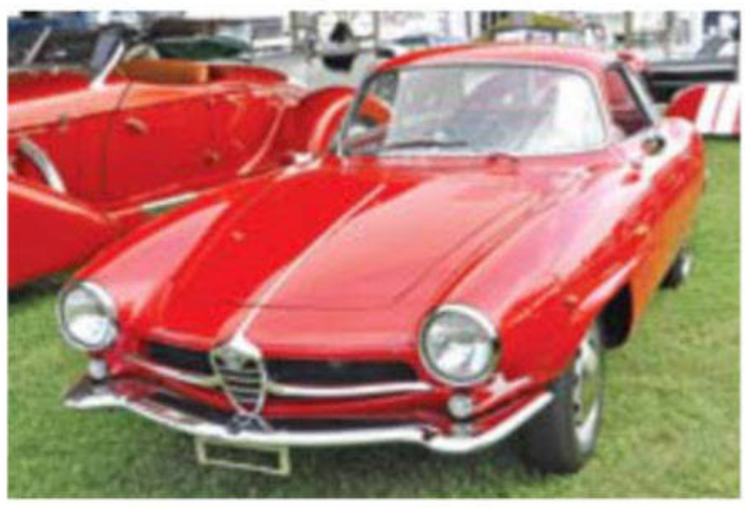
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light pitting on plated trim; alloy trim could stand to be buffed out. Original Becker Europa II radio. Heaviest interior wear is on shift knob and footwell carpeting. Minimal seat wear. Clean under the hood but would benefit from being detailed. Cond: 2-. **SOLD AT $93,960.** *The second owner was reportedly the salesman who sold it to the original owner. I remember when this would've been a $9,300 car instead of a $93k car. It was actually less than 20 years ago, but the appreciation has been especially dynamic within the past four years. Kinda hate to say it, but this is pretty much the new normal.* ***Mecum Auctions, Indianapolis, IN, 05/14.***

ITALIAN

#145-**1961 ALFA ROMEO GIULIETTA Sprint Speciale coupe.** S/N AR177251. Alfa Red/gray & red cloth. Odo: 4,393 km. Older restoration done in Italy. Paint in very nice condition. Scratches and small dents in rear bumper. Other trim is good. No issues with rubber. Shut lines match up well. Doors have a solid feel when closing. Dull stainless on steering wheel. Carpets a bit dirty. Water stain



on driver's seat cushion. Gauges slightly hazy. Engine shows use. Headers have a nice patina. Cond: 2+. **SOLD AT $118,250.** *These were true sports cars of the time, competing with the Porsche 356. Until recently, this one spent almost all its life in Florence. The restoration was done in Italy, and the temptation to upgrade to leather seats was resisted. This was well bought.* ***Motostalgia, Seabrook, TX, 05/14.***

BEST BUY #2453-**1967 GHIA 450 SS convertible.** S/N BS4046. Black/brown leather. Odo: 85,134 km. Optional hard top and factory air. Older repaint in factory black is unforgiving and highlights many age flaws. Decent chrome and trim. Small spots of delamination on windshield. Cloudy taillights are sun-faded. Good panel fit. Console wood veneers are warped. Very clean dash. Leather is in great condition. 273 Com-



mando air cleaner replaced with aftermarket chrome unit. Cond: 3. **SOLD AT $96,250.** *Priced around $12k when new, these muscle cars in Italian coachwork were certainly exclusive, with only about 50 models built in a three-year run. Ten years ago was the time to get into the 450 SS market when they were around $30k. They don't come up for sale often, and recent sales have broken the $100k mark, making this one well bought.* ***Leake, Dallas, TX, 04/14.***

#F213-**1972 DETOMASO PANTERA coupe.** S/N THPNMB02424. Red/black leather. Odo: 1,564 miles. Claimed all-original and showing actual miles. Very light blistering on top of left front fender (likely from brake fluid droplets) but otherwise the all-original paint is in excellent condition. Good original brightwork, but the windshield-wiper arms are removed (to remove the temptation to drive it in the rain, perhaps?). Forty-two-year-old interior looks like it was installed last month. Pe-



riod tape deck with dictation mode. Bone-stock engine bay, not even with a chrome air cleaner. Cond: 2. **SOLD AT $86,400.** *Once in a great while a "stock" Pantera surfaces, but they all inevitably have a couple of tweaks when you scrutinize them closely. This one was truly bone-stock (possibly barring the sound system, but it could've been a dealer-installed item). Pretty big money for a Pantera, but if you find one with fewer miles and better condition (not likely), I doubt that you could get it for cheaper.* ***Mecum Auctions, Indianapolis, IN, 05/14.***

#104-**1974 FIAT 500R 2-dr sedan.** S/N 5171747. Red/black vinyl. Odo: 28,265 km. Recent driver-quality restoration. Paint is good overall. Rubber recently replaced. Hard-to-find trim is slightly dull. Questionable sunroof fit. Passenger's door out at bottom. Interior paint is new. Lots of gas-pedal wear. Tidy engine presents well. Cond: 2-. **SOLD AT $16,500.** *Last sold for $12,420 at Mecum KC in December 2013, six kilometers ago (SCM# 231840). The Fiat 500 was last officially imported in 1960.*



This one wears Italian inspection stickers from 2004 and 2006, so it has been fairly recently imported—probably spending most of its life roaming the streets of Italy. A nice profit for the consignor in a matter of just a few months. Well sold. ***Motostalgia, Seabrook, TX, 05/14.***

TOP 10 No. 10 #144.1-**1983 FERRARI 512 BBI coupe.** S/N ZFFJA09B000045273. Black/cream leather. Odo: 23,062 km. Desirable Bosch fuel injection. Includes service records. Books, tool roll and original spare included. A few small pinholes in high-quality paint. A few touch-ups on the nose. Interior window seals bunching up. Passenger's door slightly out. Interior shows little wear. Tidy engine compartment. Just 2,500 km since belt service, but with the low mileage,



that could have been ages ago. Cond: 3+. **SOLD AT $264,000.** *To avoid costly federalization, the BB series was never officially sold in North America, but many were brought over through the gray market. Of the 1,007 produced, the number in the U.S. is anyone's guess. When a similar car sold in September 2013 for $94k at Worldwide's sale in Lake Forest, IL, our writer observed that these "are starting to move up with Daytona values" (SCM# 228172). This one was very well sold.* ***Motostalgia, Seabrook, TX, 05/14.***

#106-**1988 LAMBORGHINI JALPA coupe.** S/N ZA9JB00A4JLA12376. Black/black leather. Odo: 419 km. Well-preserved low-mileage survivor. Paint heavily chipped on wiper arms. Holes in hood where washer nozzles should reside. Paint chips touched up behind targa panel from removal and reinstallation. Light clearcoat scratches throughout. Torn rubber on passenger's door. Worn driver's seat bolster and carpet. Tidy engine.



Cond: 3+. **SOLD AT $66,000.** *Somewhat rare with just 410 produced, but considered a failure from the dark days of Lamborghini. But I predict future generations will find the Jalpa desirable and collectible. This one had just over 400 kilometers and looked well pre-*

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served. We last saw it at Auctions America's Fort Lauderdale auction in March 2013, where it sold for $47k (SCM# 215719). Well sold today for a handsome profit over the last sale, but this price could be a bargain in the future. Remember when Dinos were cheap? ***Motostalgia, Seabrook, TX, 05/14.***

#469-**1991 FERRARI TESTAROSSA coupe.** S/N ZFFSG17A2M0086993. Red/tan leather. Odo: 8,145 miles. Miles said to be original. Very clean and well kept with original paint and interior. Rubber and glass show virtually no use. A few rock chips on the nose. Curb scuffs under the chin are minimal. Light driver's seat bolster wear. Engine is sterile and above average. Cond: 1-. **SOLD AT $77,000.** *This car was prominently displayed at the*



front of the auction hall with the best cars Leake had to offer, but the description was somewhat lacking. Low mileage, but no indication of records, service history, tool roll, or any of the other items that help a Ferrari command top dollar. That said, compared with other recent sales, this low-mile car was well bought. ***Leake, Dallas, TX, 04/14.***

JAPANESE

#110-**1969 SUBARU 360 Jolly beach car.** S/N K111L6035. Red/tan vinyl. RHD. Odo: 14,455 miles. Recent restoration showing some use. Paint is driver-quality. Rubber beginning to harden. Mirror trim quite dull. Seat coverings in good condition except for staining on the passenger's seat. Dash knobs show wear. Upgraded stereo system. Simple engine is average. Cond: 2-. **SOLD AT $19,250.**



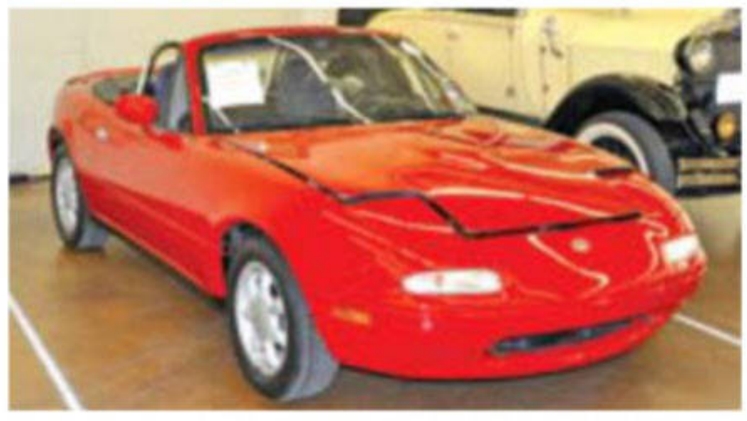
Auction company researchers estimated about a dozen of these open-top Subarus made it to U.S. resort destinations, but was this one of them? There is no Subaru Jolly registry or any clear way to authenticate. One sold at Mecum's Kissimmee auction in January for $21,600. I noticed many differences between the two, and this one seemed a likely replica. Either way, well sold. ***Motostalgia, Seabrook, TX, 05/14.***

#108-**1978 SUBARU BRAT pickup.** S/N A69L006256. Red/black vinyl. Odo: 23,634 miles. Fresh vinyl stripes and decals. Recent paint average quality. Dry spray on roof. Roll bar and wheels freshly powdercoated. Original trim has many bumps and bruises. Bed floor is a little rough but recently painted as well. Rock chip in windshield glass. Original rubber is decent. New carpets and re-covered seats. Worn steering wheel. Engine bay is clean;



engine shows average use. Cond: 3. **SOLD AT $6,050.** *These odd old little trucks tend to sell cheaply on eBay and Craigslist, rather than at land auctions aimed at mainstream collectors. Interest seems to be growing, along with prices, but this was huge money for condition. You could get a much better Brat for this money, or the same car for less.* ***Leake, Dallas, TX, 04/14.***

#185-**1991 MAZDA MIATA convertible.** S/N JM1NA3519M0225674. Red/black vinyl/black cloth. Odo: 135,838 miles. Newer paint of decent quality. Panel alignment is mostly good. Hood slightly high just behind pop-up headlamps. Driver's side exterior door trim is coming loose. A few sizeable rock chips in windshield that are not filled. New top has seen little use. Original interior. Small hole in driver's seat. Trim panel missing under steering column. Original factory cassette player. Aftermarket roll hoops have some surface rust. One tire new; other four dry. Engine is above average. New plug wires and valve-



cover gasket. Cond: 3. **SOLD AT $6,050.** *This one was sold at Leake's fall auction in Dallas just six months ago for $5,280 (SCM# 231670). Over one of the coldest seasons on record, it looks like someone got a few hundred miles of enjoyment out of it. The seller*



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Engine No. 1825GT
PininFarina No. 454

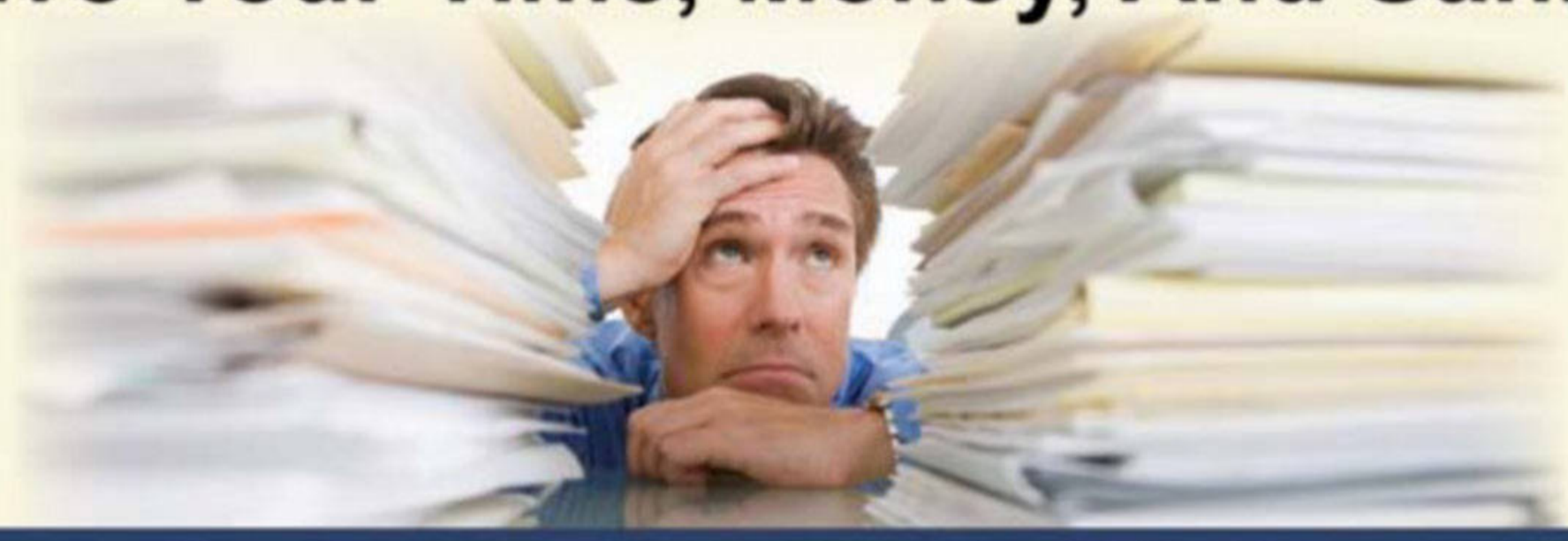
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then chose the right time of year to sell a convertible. This was the very last lot on Friday, and bidding had already ended in Leake's other lane, which put everyone's remaining attention on this car. Offered at no reserve, the strategy paid off, probably just about covering expenses after fees. Well sold. ***Leake, Dallas, TX, 04/14.***

AMERICAN

#S120.1-**1931 STUDEBAKER PRESIDENT rumble-seat roadster.** S/N 7037191. Gray & dark blue/dark blue cloth/gray leather. Odo: 13,885 miles. Concours-quality restoration with a recent touch-up. High enough quality work that it has achieved CCCA Primary, Senior and Premier award status. Minimal distress to the repaint, just a few nicks on fender edges. All chrome has been replated, between authentically muted to over-the-top mirror finish. Good panel fit, including the



butterfly hood. Very tidy engine bay and nearly as tidy undercarriage. No blemishes found on the seats, and only light wear on the carpeting. Cond: 2+. **SOLD AT $150,120.** *Hailing from Indiana, the Stude President of this era was sometimes referred to as the poor man's Duesenberg. Not the least reason being that both marques had also competed at Indy. Last spotted at RM's 2007 Meadow Brook auction in Michigan, then selling for $116k (SCM# 46021). The reserve was lifted at $139k, yielding a good payday for the consignor but with no disappointments for the buyer.* ***Mecum Auctions, Indianapolis, IN, 05/14.***

#114-**1954 FORD CRESTLINE Skyliner "glass roof" demonstrator hood 2-dr hard top.** S/N UG4F129977. Cameo Coral/glass/coral/white vinyl. Odo: 26,457 miles. 239-ci V8, 2-bbl, auto. Older restoration. Paint holding up well. Pitting on spotlight and passenger's side mirror. Driver's door window trim is scratched, handle is worn; trim in good con-



dition otherwise. Rubber above average. Side insignias on lower roof are cracked. Noticeable scratches on the hood display window. Interior is tidy. Some paint chips on engine. Cond: 3. **SOLD AT $41,800.** *One of a couple hundred demonstrators produced to show off Ford's new Y-block 239-ci engine. (The display hoods were supposed to be replaced with a standard hood when the car was sold and removed from the showroom.) Additionally, this one featured a host of options and included the original owner's manual, detailing the care and maintenance needed for the special top. Windowed-hood examples don't cross the block often and naturally carry their own premium. Strong price but within reason.* ***Motostalgia, Seabrook, TX, 05/14.***

#123-**1956 GMC 100 SERIES NAPCO 4x4 pickup.** S/N 102PX7024. Blue/blue & gray vinyl. Odo: 5,562 miles. 248-ci I6, 2-bbl, 3-sp. Well-preserved high-quality restoration. A few prep issues noted in paint. Light orange peel on driver's front fender. Passenger's door out at bottom. Gas cap pitted. Light scratches in glass. Bed shows pre-restoration signs of use. New seat upholstery. Odometer digits



faded. Steering wheel shows wear. Engine tidy and well restored; shows little use. Cond: 2+. **SOLD AT $88,000.** *Last seen at Mecum Indy in May 2012, selling for $75k (SCM# 205821). Well ahead of the market, then and now. While nice, it is not a perfect truck. I doubt that there is any upside left in this one. Very well sold.* ***Motostalgia, Seabrook, TX, 05/14.***

#465-**1957 CHEVROLET EL MOROCCO 4-dr hard top.** S/N VC57N138419. Blue/blue & gray vinyl. Odo: 81 miles. 283-ci V8, 4-bbl, auto. High-quality restoration a few years ago. Well cared for and properly stored. Paint, trim, glass, rubber are all in new condition. Wiper marks on glass. Interior shows little use. Engine is show-quality. Said to be one of three four-door hard tops known to exist of the 16 El Moroccos built. Cond: 1-.



SOLD AT $140,800. *These were originally customized by the R. Allender & Company and sold through Chevrolet dealers. With so few in existence, they very rarely change hands at auction, and sales in the past few years are all over the board. Mecum sold an El Morocco convertible in 2009 out of the '57 Heaven Museum for $230k. A more relevant comp—a '57 four-door hard top—sold for $77k at RM Monterey 2007. So this price seems reasonable. Where are you going to find another?* ***Leake, Dallas, TX, 04/14.***

#F904-**1962 IMPERIAL CROWN convertible.** S/N 9223216367. Cream/light tan vinly/saddle leather. 413-ci V8, 4-bbl, auto. Some minor paints chips on left side of trunk and front door. Matching numbers with power steering, brakes, windows, seats and antenna. Topped with gun-sight taillights. Cond: 2-.



SOLD AT $64,800. *This car sold about a year ago for $67k at Mecum's Houston sale in April 2013 (ACC# 220575). That makes this strong price look somewhat less crazy, but I'll still call it well sold.* ***Vicari, Nocona, TX, 05/14.***

#S580-**1964 FORD RANCHERO pickup.** S/N 4H27U173613. Red & white/red vinyl. Odo: 20,466 miles. 144-ci I6, 1-bbl, auto. Body straight with a few small rust spots. Chrome shows signs of age with scratches and dings. Engine bay clean but not restored. Interior well maintained with no



tears and little wear. Cond: 3. **SOLD AT $8,532.** *Clean, appealing example with straight body and a sparkling interior. Decent price for both sides, but the buyer gets the nod.* ***Vicari, Nocona, TX, 05/14.***

#F320-**1964 PLYMOUTH FURY 2-dr hard top.** S/N 3341225754. Red/black vinyl. Odo: 904 miles. 383-ci V8, 4-bbl, auto. Shiny paint. Does show some age-related chrome dullness and pitting. Worthwhile mods include upgraded heads and front disc brakes. Consistent gaps contribute to good presentation. Cond: 3-. **SOLD AT $14,580.** *The moderate updates enhance usability but preserve the*

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'60s style. A fair price for both sides. ***Vicari, Nocona, TX, 05/14.***

#141-**1966 LINCOLN CONTINENTAL 2-dr hard top.** S/N 6Y89G437663. White/black vinyl/black vinyl. Odo: N/A. 462-ci V8, 4-bbl, auto. Newer paint shows well. White color disguises a lot of flaws. Bubbles on rear deck. Touch-up on driver's door. Dented rear quarter-window trim. Average interior. Factory air. Speedometer splintering and missing a number or two. Very clean engine. Cond: 3.



SOLD AT $15,950. *Last sold at Barrett-Jackson's Las Vegas auction in September 2013 for $17,600 (SCM# 233194), this galactic cruiser had the bling of Vegas all over it. In Las Vegas, it ran closer to the end on Saturday, the last night of the auction, which might explain the slightly stronger price. It didn't appear the consignor had done much to get it ready for Dallas. Fair deal for both parties.* ***Leake, Dallas, TX, 04/14.***

#F286-**1968 FORD TORINO GT Indy 500 Pace Car convertible.** S/N 8H43S14-3668. White/white vinyl/two-tone blue vinyl. Odo: 85,265 miles. 390-ci V8, 3x2-bbl, 4-sp. One of 159 ordered in support of the 1968 Indy 500, according to Marti Report and addendum letter. Fitted with non-stock triple two-carb induction, along with reproduction Shelby steering wheel and five-spoke alloy wheels. Good repaint, with body tag lifted and replaced in the process. Doors rattle, but otherwise fit is good. Repro interior with little discernable wear. Door armrests don't fit well. Top is wavy from less-than-expert installation. Generally clean under the hood. Cond: 2-.



SOLD AT $49,680. *1968 was the only year a Fairlane/Torino was an Indy pace car—although a Mercury Comet Cyclone GT paced 1966. This example was one of the festival or parade cars used for the events surrounding the race, rather than the general-issue pace-car replicas sold at dealers afterward. Reportedly shopped on eBay several times in the past, it came here trolling for a new owner. The repop Shelby-style parts hampered bidding, and it failed to sell on the block at a high bid of $46k, but a deal came together later.* ***Mecum Auctions, Indianapolis, IN, 05/14.***

#S917-**1970 CHEVROLET CHEVELLE SS 454 2-dr hard top.** S/N 136370A174508. Black Cherry/black vinyl. Odo: 4,227 miles. 454-ci V8, 4-bbl, auto. A National LS6 Registery car with build sheet. Superb paint. Undercarriage is nice—only flaw is a minor paint run on the gas tank. Cond: 2+. **SOLD AT $93,960.** *An impressive LS6 with a straight*



and clean body. A favorite from my vantage point, and the excellent paint was a highlight of the day. This was well bought and makes a nice investment for the future. ***Vicari, Nocona, TX, 05/14.*** ♦

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ASTON MARTIN DB6 VANTAGE COUPE, 1966, Light Green Met./Black. Restored in the early 1990's, Matching numbers, Factory original LHD, Factory original Vantage specification, 5-speed manual. Excellent ownership history. Currently for sale in UK, inspection by appointment. ***$P.O.A.***



FERRARI 365 GTB/4 DAYTONA SPYDER CONVERSION, 1969, Blue Scaglietti/Tan/Black top. Restored, Spyder conversion by Sheehan, Factory a/c, Documented history by Massini, Superb, One of the absolute best available, ready to be used and enjoyed immediately. ***$P.O.A.***



JAGUAR E-TYPE 3.8 LITER SERIES 1 ROADSTER, 1963, Primrose/Tan/Tan convertible top. Restored, 4-speed manual, Chrome wire wheels, Matching Numbers, Heritage Certificate, Ownership and service history, this E-type is ready for immediate use. ***$175,000.00***



ASTON MARTIN DB4 SERIES II COUPE, 1960, Sage Green/Tan, Fully Restored by Autosport Designs, Inc., 4.2 liter with fast road camshafts, Handling package. Exceptional in every respect. ***$P.O.A.***



MERCEDES BENZ 300 SL GULLWING, 1956, Anthracite Grey Metallic/Cream, 14,000 KILOMETERS FROM NEW!, Fully Restored, Best of Show Winner, One of the best in existence. ***$P.O.A.***



FERRARI 365 GTB/4 DAYTONA COUPE, 1972, Black/Red, 30,000 miles from new, Restored, Factory a/c, Original Becker, Borrani's w/XWX's, Full service and ownership history, Documented by Massini. ***$P.O.A.***



FERRARI 330 GTC, 1968, Silver/Black, 35,000 Kilometers (21,000 Miles) from new, Recently Restored, Factory a/c, Pwr windows, Documented by Massini, Matching Numbers, Factory books, tools, jack, $225k spent 2010-2012, One of the finest available. ***$P.O.A.***



FERRARI 246 GTS DINO, 1973, Silver/Tan, 8,000 MILES FROM NEW!, P/W, Factory a/c, Documented by Massini, Books, Tri-fold case, Extra factory keys, Key fobs, Tools and Jack with case, Recently serviced, One of the finest Dino's in existence. ***$P.O.A.***

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Messer-Stretcher-Schmitt. Say that five times fast! — ***Dan Faustman, Elk Grove, CA***



RUNNER-UP: Looks like the designers at Citroën are at it again. Introducing the 2015 3CV. — ***Ron Susser, Ashburn, VA***

Another Panamera competitor? This three-wheeled phaeton may be the rumored Messerschmitt II prototype. It could have dual tandem seating and is code-named "Mister Smith." Will it be the Crossa-Europa? — ***Gary Francis, Chico, CA***

Double bubble — toil and trouble. — ***Steve Schefbauer, Monroe, CT***

So her mother says, "Where she goes, I go!" What was I supposed to do? — ***Al Nelson, Pentwater, MI***

Build a three-wheeler with weather protection and room for the whole family? How hard could it be? — ***Pete Warner, Taos, NM***

Amelia Island Concours founder Bill Warner prides himself in having a wide variety of diverse and unusual cars. But after Bubba entered this convertible limo in the "Open-Limo Class," Warner canceled this special class forever. — ***Phil Schroeder, Platte City, MO***

When a bicycle built for two just won't do. — ***Leslie Dreist, via email***

Dan Faustman wins an SCM hat for finding the true significance of a stretch microcar. ♦

This Month's Mystery Photo

Response Deadline: July 25, 2014



Our Photo, Your Caption

Email your caption to us at mysteryphoto@sportscarmarket.com, or fax to 503.253.2234.

Ties will be arbitrarily and capriciously decided.

Do you have a mystery photo? Email it to mysteryphoto@sportscarmarket.com at 300 dpi in JPEG format. Please include your name and contact information.

If we use your photo, you'll get an official SCM cap.

Comments With Your Renewals

Please feature a profile on the DeTomaso Mangusta. — ***Craig Holcomb, Omaha, NE***

Dave, we profiled a Mangusta in December 2012. I've always found them to be one of the most striking visual designs of their era. By the way, Platinum members have access to 13 years of back issues of SCM online, and you could not only read the profile, but find every reference we have made to Mangustas, plus search and look at every one we have covered when it crossed the block. — ***KM***

Great job, as always. More Euro cars. — ***P.F. De Napoli, Marblehead, MA***

Best writing, data and attitude. You've got it all! Thanks! — ***Norman Vogel, San Francisco, CA***

Norm, thanks for your continued support. How many "Mystery Photo" caps have you won so far? Your submissions are always very clever and entertaining. — ***KM***

I'd guess that 75% of your readers are driving affordable cars like MGs and Porsches. I'm not interested in million-dollar Bugattis and Lambos. Please include more articles about affordable cars. — ***Richard Rigali, Phoenix, AZ***

While it makes for interesting reading to feature $10 million automobiles, they are out of the reach of most of us. More $50k–$100k would be nice. — ***Wayne Pierce, Portland, OR***

Richard and Wayne, we offer a broad range of cars in our market reports. But it is often the most expensive cars that point which way the market is headed, which is why we feature them in the profiles. — ***KM***

Do not change a thing! — ***Kevin Woeller, Toledo, OH***

I would send more money to cover two or three years, but the wife pays the bills. It's time we had a full review on the Jag series III — V12 — E-type but with fair comment as it has become more interesting in value in recent years and months and is about affordable, whereas there is hardly anything left of good and affordable value. Thanks, love the magazine. — ***Malcolm Rushworth, Spring, TX***

I agree 100%, Malcolm. The E-types have finally surpassed the values they hit in 1989, and it is time for an overview of them, encompassing 1961–74. — ***KM***

Thank you all for your continued renewals and thoughtful comments. — ***Keith Martin***

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1948 Jaguar Mk IV 3-position drophead coupe



79,881 miles. Bone over Chocolate Brown with tan interior and brown canvas soft top, right-hand-drive example, equipped with 4-speed manual transmission, chrome wire wheels and fitted tool set. A beautifully preserved classic in a lovely color combination. $68,500. Heritage Classics Motorcar Company, 310.657.9699, Email: sales@heritageclassics.com Web: www.heritageclassics.com/ (CA)

1966 Jaguar E-type coupe



S/N 1E31482. Opalescent Blue/dark blue. I6, 4-spd automatic. This beautiful matching-numbers E-type is a California black-plate car with low, original miles. It has been professionally restored to a show/driver level and comes in its spectacular original color combination. A Heritage Certificate and DVD of the restoration process is included. Classic Showcase, 760.758.6100, Email: webmaster@classicshowcase.com Web: classicshowcase.com/index.php/inventory/detail/377 (CA)

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German

1968 Porsche 912 rally car coupe



S/N 12801307. Red/black. 50 miles. H4, 5-spd manual. One of just a few 912s that were used in competition in period. This 912 has since been restored back to how it originally rallied in 1968. Very straight body with great paint and interior. Perfect period livery. Lots of cool little details. Great opportunity to own a piece of Porsche Rally History. Contact Don, 631.786.6511, Email: dahearn67@gmail.com Web: porsport.com/1968_swedish_rallye_912 (NY)

1990 Mercedes-Benz 560SEC coupe



White/beige. 65,000 miles. One California owner since new. All options including sunroof and heated seats. All books and tools, CARFAX; always garaged and regularly serviced. Looks like it only has 10k miles. A wonderful opportunity to own a future classic. $25,000. Contact Charles, Charles Crail Automobiles, 805.568.1934, Email: charlescrail@mac.com Web: www.charlescrail.com (CA)

2004 Mercedes-Benz CLK500 Sport coupe



S/N WDBTJ75J44F092137. Polar Silver/Ash leather. 19,800 miles. V8, 4-sp automatic. Local Newport Beach purchase at Fletcher Jones Mercedes-Benz by mother-in-law in 2004. Now in her 90s and not driving. Low miles! Fully loaded w/ Xenons, AMG Sport style package, including 17-inch wheels, Harmon Kardon sound and much more. New car in every respect. Overly serviced at dealer, all records. Photos available. $21,500 OBO. Contact David, 714.751.2464, Email: dhelleck@earthlink.net (CA)

Italian

1965 Ferrari 330 GT 2+2 coupe



S/N 330GT6561. Red/black. 90,000 miles. This beautiful numbers-matching 330 GT has benefited from recent restoration services and stands in excellent running & driving condition. Features newly upholstered leather seats, 12-cylinder engine with Weber carbs, 4-speed manual trans, new exhaust system, and a fully restored set of Borrani wire wheels, ready to roll. Classic Showcase, 760.758.6100, Email: webmaster@classicshowcase.com Web: classicshowcase.com/index.php/inventory/detail/403 (CA)

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Red/black. V8, 5-sp manual. 69,675 kilometers. A very solid and good-looking car; few in the U.S., appreciating in value, owned since 1995. $72,500. Contact Bill, 970.216.7095, Email: stixinc@qwestoffice.net (CO)

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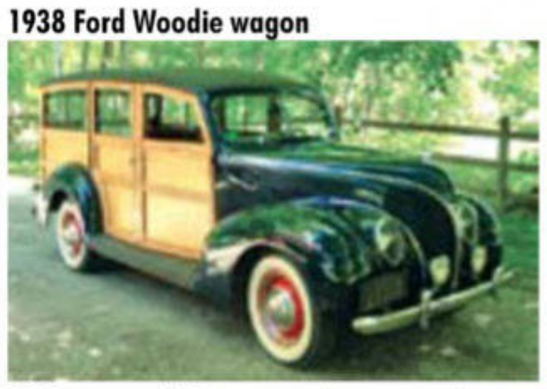
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S/N 1445130219. Red/black. 125,000 miles. I6, 3-sp automatic. Original paint, never hit, no rust. Oregon car from new. Complete documentation includes original window sticker. Two-owner car; seller's had it since 1986. Last year for push-button trans. All stock aside from Cragar five-spoke wheels and glasspack dual exhaust. Starts and runs well. A really nice original driver. $8,000 OBO. Contact Sue, 503.396.2649, Email: bobsueballenger@comcast.net (OR)

1965 Chevrolet Corvette Sting Ray coupe



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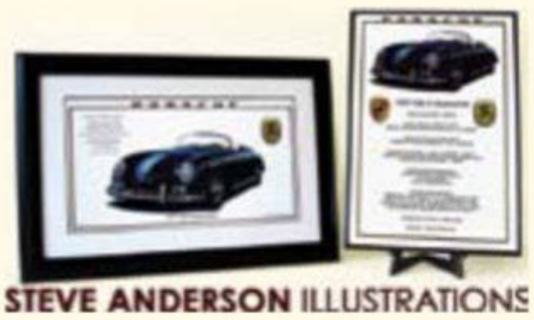
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George's Guitar or a Dietrich Packard?

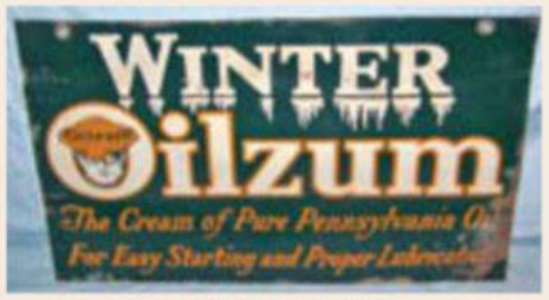
The guitar won't need a restoration somewhere down the road, but the Packard can take you down the road in style



Carl's Thought Julien's Auctions, at their recent auction held at New York City's Hard Rock Café on May 17, sold George Harrison's 1962 black and white Rickenbacker guitar for $657,000. It was the guitar he used while performing on British television prior to the Beatles' U.S. Invasion. It was also the guitar he used when the Beatles recorded "I Want to Hold Your Hand."
This just might be worth it if you are a Beatles fanatic, but for the money I would rather have a Dietrich Packard in the garage.



EBAY #221326957446—1960s MONOGRAM 1:24-SCALE SLOT PLASTIC CAR MODEL. Number of Bids: 20. **SOLD AT: $492.50.** Date: 2/25/2014. This model of a 1955 Chevy had all the pieces and parts to make a slot-car racer. It appeared to have been partially assembled but not used. It was complete with the box, but it showed wear and tear with taped edges, although the graphics were very cool. This is a great father-son project while you explain the good old days of slot-car racing.



EBAY #13113709915—OILZUM MOTOR OIL TIN DOUBLE-SIDED SIGN. Number of Bids: 32. **SOLD AT: $1,314.** Date: 2/23/2014. The Oilzum Man was the ubiquitous logo for the White and Bagley Co. — and a fixture at early racing venues. The painted tin sign measured 20 inches by 12 inches and was part of an oil rack display. It has seen better days, as it was bent and had paint loss. The back side was trashed, with two major bend marks. As such, it sold for a bunch of money.



EBAY #301153055274—ROY RICHTER STREAMLINER TETHER CAR WITH HORNET ENGINE. Number of Bids: 26. **SOLD AT: $9,000.** Date: 4/20/2014. This magnesium-bodied tether car was built prior to World War II by Roy Richter, who went on to own Bell Auto Parts. The car won numerous races. James Thompson changed the magnesium body to a fabric-covered balsa wood body for weight reduction. It won 19 of the 24 races it entered in 1945, and it still retains its original paint and lettering. A well-documented tether car with a load of history. Expensive, but the best!



EBAY #331133856550—HUGE SHELL AVIATION PORCELAIN SIGN. Number of Bids: 19. **SOLD AT: $10,100.** Date: 2/27/2014. This porcelain Shell Aviation sign measures about 18 feet in length with the wings. It was in very acceptable condition, with a few nicks on the edges, which is to be expected. The sign is rare as can be, and while expensive, was not out of line.



EBAY #291134367253—INDIAN MOTORCYCLE ONE-QUART OIL CAN. Number of Bids: 48. **SOLD AT: $1,785.** Date: 5/14/2014. The original Indian Motorcycles were manufactured from 1901 until 1953, when they closed their doors. This one-quart can, which was in excellent condition, dates to the late 1940s. Cans have been soft of late but are making a comeback, and this one came back in spades. A very strong price!



EBAY #221395448547—1957 DEL MONTE FOREST — PEBBLE BEACH —RESIDENT CAR BADGE. Number of Bids: 19. **SOLD AT: $130.** Date Sold: 3/21/2014. Since at least 1934, residents of Del Monte Forest, more commonly known as Pebble Beach, have been issued these aluminum badges for entry into the area. Because of the Pebble Beach Concours d'Elegance, they have become very popular, and a friend is chasing one from 1934 to add to his collection. The 1934 badge is the earliest known. A cool addition to your period car, and this one, which appeared to have never been used, was acquired at a very fair price.

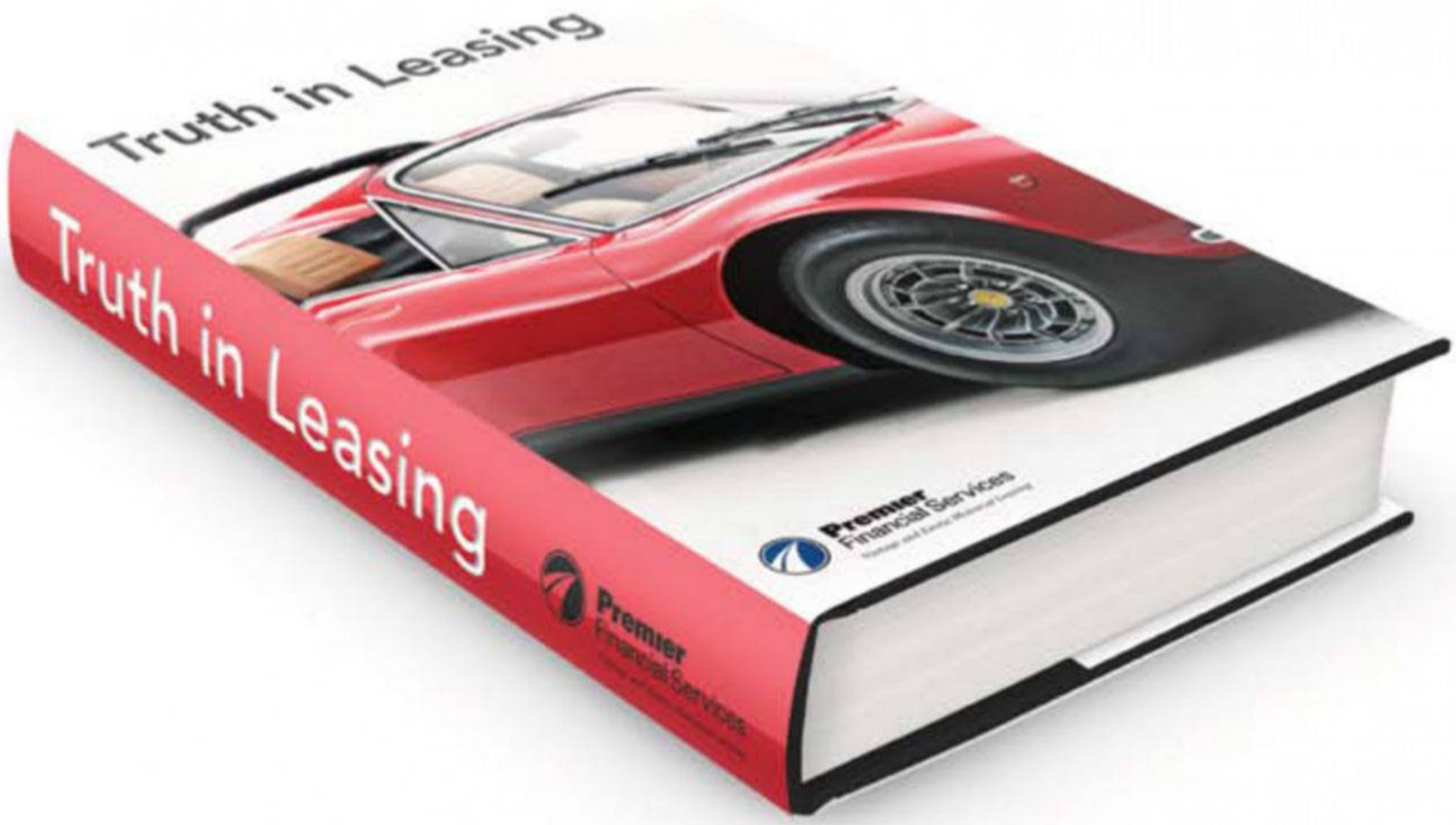


EBAY #111341672773—PGA—PROFESSIONAL GOLFERS ASSOCIATION—CAR BADGE. Number of Bids: 19. **SOLD AT: $410.** Date: 5/11/2014. This PGA badge, which dates to the late 1950s to early 1960s, was made in England and was in wonderful condition. It's just the thing to put on your golf cart to show your buddies that you have not always been a hack with a 24 handicap. ♦

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2013 IIHS TOP SAFETY PICK

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