Sports Car Market







Celebrating the Automobile

n the "Jurassic Park" movie, paleontologist Alan Grant stares wide-eyed with wonderment when he first sees a living brontosaurus. The entire first part of the film is a journey into a land of fantasy — where dreams come to life.

It's not so different at SCM. Visitors to our World Headquarters in Portland, OR, often comment that once they walk through our door, they are immersed in a world of vintage cars — a four-wheeled Jurassic Park.

This first SCM Year in Review is a look back over the past year. It consists of original photographs and stories from our contributors, where they share the events and experiences that have mattered to them.

The collector-car market comprises thousands of events, ranging from the annual Ford Mustang show and swapmeet in Indianapolis to the Pebble Beach Concours d'Elegance.

While the focus of Sports Car Market and American Car Collector is values and trends, every contributor is an enthusiast first and an analyst second. In addition to being at auctions, you will find them at swapmeets, club meetings, tours, rallies and cruise-ins. They live and breathe cars.

This past year marked our second SCM 1000. Once again, the pages of SCM came to life as 40 pre-1975 cars — and 80 drivers and co-pilots — cruised through 1,000 miles of the Oregon and Washington countryside.

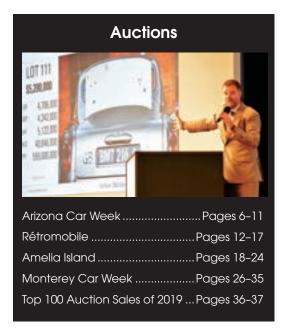
Each night, the entire group gathered for our unique "Conversations with Collectors," where everyone asked questions of SCM experts including Donald Osborne, Miles Collier, Steve Serio and others. We look forward to the third SCM 1000 this July.

Leaf through this book leisurely. Savor each vibrant photograph and each compelling sentence. You're holding 100 pages of automotive exuberance and celebration in your hands. Enjoy it and get ready for more of the same in the year ahead. — *Keith Martin*, *Publisher*, *Sports Car Market and American Car Collector*

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Contents

Cover photo by Michael Furman, courtesy of Putnam Leasing Photo opposite page: Concorso Italiano by Dave Tomaro Book assembled by SCM Art Director Dave Tomaro









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GOODING &COMPANY



achieved in Scottsdale since 2013.

All Eyes on Arizona Auction Week

Total sales declined slightly, but the resto-mod market boomed

very January, the collector-car world focuses on Arizona Auction Week
— the first major car event of the new year.
Everyone looks for new trends and a first glimpse of the collector-car market. 2019 was no different, as buyers and sellers wondered how a changing market in 2018 would hold up. Total Arizona Auction Week auctions amounted to \$246.5 million, down 2% from the previous year. This made 2019 the second year in a row for decreasing totals — and it was the smallest total

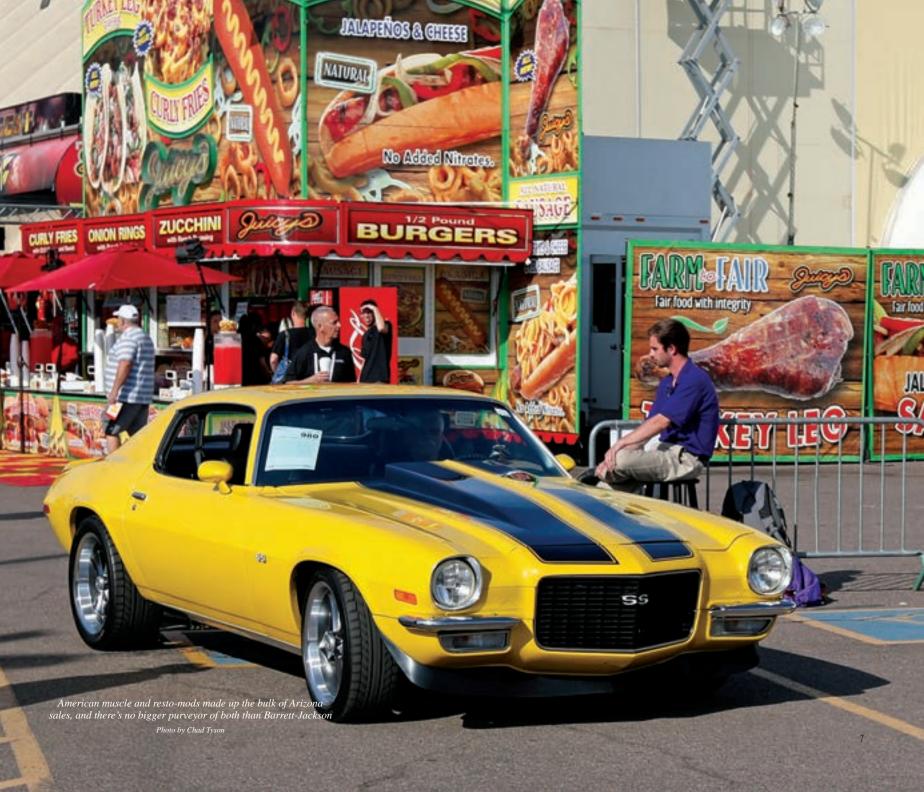
The top sale of the week was a stunning 1963 Ferrari 250 GT SWB at Gooding & Company that went to a new garage for \$7,595,000. Although an iconic Italian car claimed high-sale honors, most of the cars on offer in Arizona were American.

In fact, 72% of all the vehicles up for sale during the week were built in the United States. Of those, 90% were sold, many going for under \$100k in the form of a custom pickup or a resto-mod muscle machine. This part of the market — less-expensive vehicles in stock and custom form — continued to be strong. That trend that held true through the year, even as the priciest offerings fell flat. — *Chad Taylor*



Gooding & Company claimed the week's top sale with this 1963 Ferrari 250 GT SWB Series
II coupe, sold for \$7,595,000









The Mercedes-Benz 300SL is always watched as a bellwether of the market. This 1955 model pulled \$1,110,000 in a post-block deal at Bonhams, which SCM called market-correct



Customs like this eye-popper at Russo and Steele helped bolster the less-expensive end of the auction market in 2019



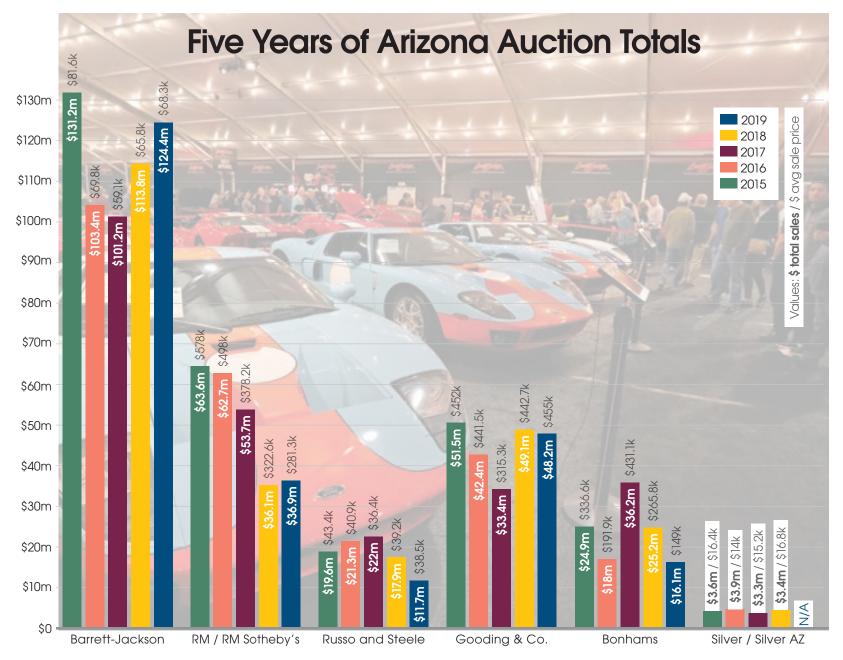
Visitors to the RM Sotheby's preview look over an Acura NSX. The rising tide of Next Gen and Japanese cars would become fully apparent two months later at Amelia Island



This 1953 Ferrari 250 MM Series II Spider earned a world-record price of \$5,395,000 at Gooding & Company's Scottsdale auction



Barrett-Jackson is the biggest dog at the Arizona sales, with the most vehicles on offer and earning a top-spot total of \$124.4 million in 2019



\$95 Million Helps Brighten the City of Light

Rétromobile's cars shine amid an unequaled backdrop of history and architecture

he Porte De Versailles in Paris is where Rétromobile proper takes place
— a sprawling event full of restorers, dealers, brokers, auction houses and any number of rare and obscure cars, automotive parts and accessories for sale.

If you're looking for the weirdest and most wonderful car items, this is where you'll find them. This event is huge, but it takes on a new life with the addition of the Artcurial, Bonhams and RM Sotheby's auctions — auctions which, save for Artcurial, take place outside the expo center's walls and apart from the traditional Rétromobile event.

But the auctions have become very much a part of this collector-car week, drawing sellers and bidders from around the world to experience the old-car bug set against the history and architecture of the City of Light. This year, high-sale honors went to a 1939 Alfa Romeo 8C 2900B Touring coupe at Artcurial, selling for \$18.9 million and accounting for a large part of the combined \$94.6m total — a total that grew comfortably from the \$81 million achieved in 2018.

— Jim Pickering



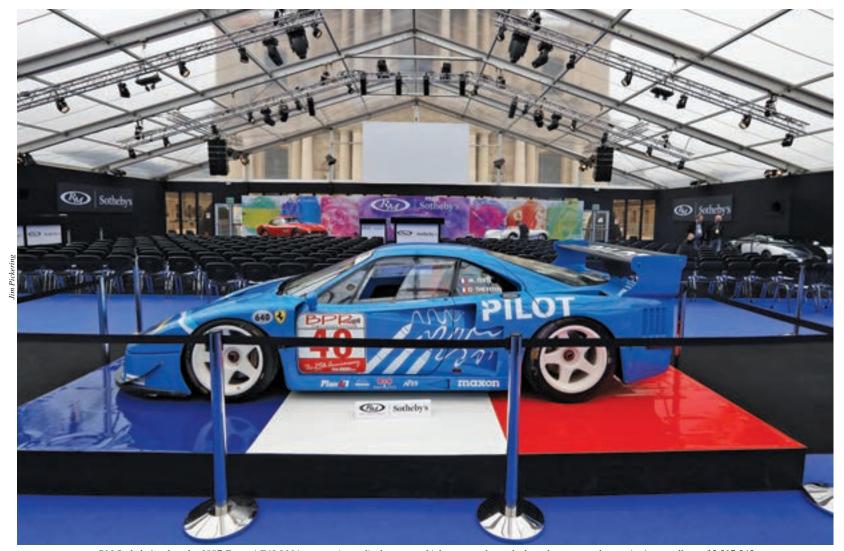
After all, Paris is known for its world-class shopping...







A 1957 Porsche 550A Spyder draws an admirer at Artcurial's auction display



RM Sotheby's placed a 1987 Ferrari F40 LM in a prominent display spot, which apparently worked, as the car was the auction's top seller at \$5,517,545



Incomparable architecture houses incomparable cars at the Bonhams display in the Grand Palais in Paris





1904 PEERLESS TYPE 8 STYLE K 24HP FOUR-CYLINDER KING OF BELGIUM

⊕ USD 600,000
⊕ GBP 457,000

EUR 532,000

● CAD 805,000

CHF 604,000

BRL 2,302,000







One for the Ages

Next Gen and Brass Era shake up Amelia

or years, the collector-car hobby wondered when younger gearheads would jump into the auction pool.

The big splash happened during the March 6–9, 2019, Amelia Auction Week, but most of these younger collectors didn't bid on Duesenbergs, Ferraris or Alfa Romeos.

At RM Sotheby's Amelia Island Auction, Next Gen collectors swam hard for topnotch Japanese cars. A 1994 Toyota Supra Twin Turbo sold at a stunning \$173,600. A 1993 Mazda RX-7 brought \$50,400, and a 1996 Nissan 300ZX Twin Turbo crossed the block at \$53,200.

New collectors are wading into the market, and they're navigating the traditional course of buying the cars they lusted after as teenagers.

The Next Gen splash we saw in Amelia Island continued throughout the year, but there was another story in Florida as well — Brass Era cars.

At Bonhams' Amelia Island Auction, the Don C. Boulton Collection of 25 pre-1915 cars — and hundreds of Brass Era parts and memorabilia — lit up the auction block.

A 1914 Simplex Speed Car brought \$885,000.

• A 1904 Peerless Type S King of Belgium sold for \$698,000.

• A 1908 Welch Model 4-L 7-Passenger Tourer sold for \$458,000.

In contrast, a sharp 1964 Shelby Cobra 289 failed to sell after being bid to \$800,000 at Bonhams.

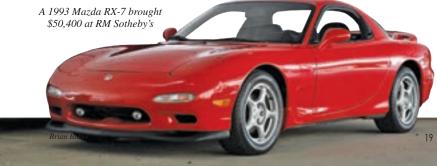
Now, a little bit of context: This year's Amelia Island Auctions totaled \$79,479,588. The high sale of the week was a 1965 Ferrari 275 GTB coupe that brought \$2,205,000 at RM Sotheby's.

That total — and high sale — tower over the \$173,600 Toyota Supra Twin Turbo. So what does all this mean?

First, the collector-car hobby tent is now bigger — and will continue to grow. Second, quality cars always stand out from second-rate examples. The big Japanese cars at RM Sotheby's were in fantastic condition. The Brass Era cars at Bonhams were ultra-rare examples.

If the new Next Gen collectors follow the pattern, at least some of them will bid on cars 40 years from now — and some of those cars will be from the Brass Era.

— Chester Allen





Bonhams didn't have a lock on Brass Era offerings. Here, an RM Sotheby's associate gives a patron some up-close time with a 1911 Napier 15 HP Victoria, which sold for \$156,800



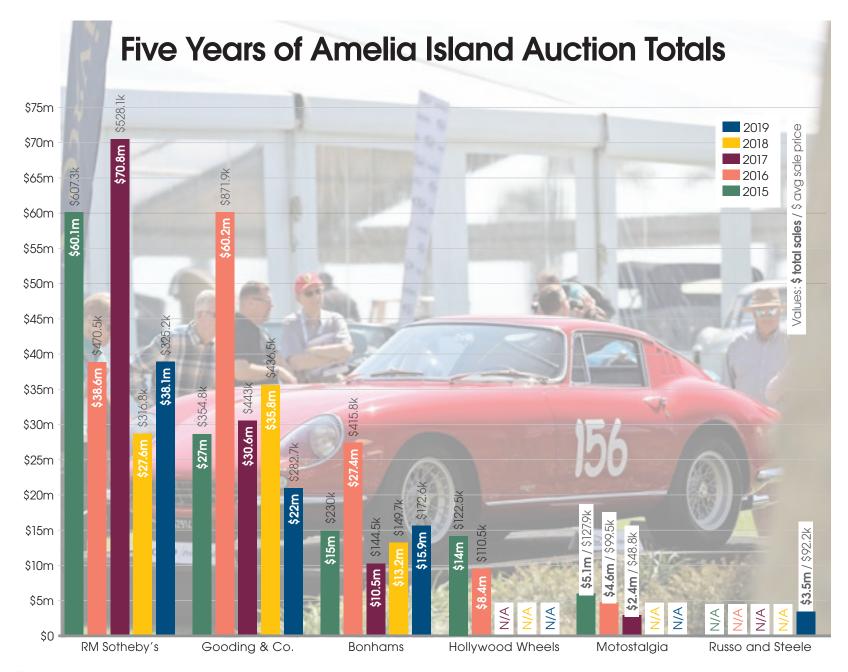
The Amelia Island Concours features plenty of race cars, and Gooding & Company was sure to include some in its auction. This 1987 Porsche 962 Kremer racer finished at \$1,022,5000



The once-lowly Porsche 914 has been drawing more interest in recent years. This 1974 914 2.0 convertible garnered a healthy \$89,600 at Bonhams



Russo and Steele President Drew Alcazar extols the virtues of a 1960 Austin-Healey 3000 Mk 1 convertible



Top 50 Next Gen Sales of 2019

Rank	Model	Sold Price	Lot #	Auction Location
1	1985 Lancia Delta S4 Stradale coupe	\$1,171,456	257	RMS, Essen, DEU
2	1985 Lancia Delta S4 Rally racer	\$985,765	152	RMS, London, U.K.
3	1982 Lancia 037 Rally Stradale coupe	\$867,328	256	RMS, Essen, DEU
4	1975 Lancia Stratos HF Stradale coupe	\$613,888	255	RMS, Essen, DEU
5	1974 Lancia Stratos HF Stradale coupe	\$444,481	19	Bon, Knokke-Heist, BEL
6	1984 Audi Quattro Sport hatchback	\$434,000	63	G&C, Amelia Island, FL
7	1989 Mercedes-Benz 560SEC AMG 6.0 Wide-Body coupe	\$338,972	122	RMS, Paris, FRA
8	1992 Mercedes-Benz 300CE AMG 6.0 Hammer coupe	\$266,954	157	RMS, London, U.K.
9	1984 BMW 635 CSi Group A racer	\$250,202	109	Art, Paris, FRA
10	1994 BMW 850 CSi coupe	\$237,293	164	RMS, London, U.K.
11	1994 BMW B12 Alpina 5.7 coupe	\$235,856	123	RMS, Paris, FRA
12	1994 Toyota Celica ST185 Turbo 4WD Group A rally racer	\$234,842	293	Bon, Paris, FRA
13	1985 MG Metro 6R4 Group B hatchback	\$216,208	344	SA, Birmingham, U.K.
14	1991 Mercedes-Benz 560SEC AMG 6.0 Wide-Body coupe	\$207,631	165	RMS, London, U.K.
15	1994 BMW 850 CSi coupe	\$184,800	108	RMS, Amelia Island, FL
16	1984 Mercedes-Benz 500SEC AMG 5.4 Wide-Body coupe	\$181,350	298	RMS, Essen, DEU
(Tie)	1998 Mercedes-Benz SL70 AMG convertible	\$181,350	341	RMS, Essen, DEU
18	1989 Mercedes-Benz 560SEC AMG 6.0 Wide-Body coupe	\$179,200	105	RMS, Amelia Island, FL
19	1995 Mercedes-Benz E60 AMG sedan	\$177,970	189	RMS, London, U.K.
20	1997 Toyota Supra Turbo Anniversary Edition coupe	\$176,000	711	B-J, Uncasville, CT
21	1994 Toyota Supra Turbo convertible	\$173,600	106	RMS, Amelia Island, FL
22	1990 Mercedes-Benz 560SEC AMG 6.0 Wide-Body coupe	\$168,397	137	RMS, Essen, DEU
23	1992 Lancia Delta HF Integrale Evo Giallo Ferrari hatchback	\$162,400	226	RMS, Monterey, CA
(Tie)	1984 Peugeot 205 Turbo 16 hatchback	\$162,400	121	G&C, Pebble Beach, CA
(Tie)	1981 Porsche 924 GTS Clubsport coupe	\$162,400	73	G&C, Amelia Island, FL

Rank	Model	Sold Price	Lot #	Auction Location
26	1979 Mercedes-Benz 500TE AMG wagon	\$161,920	297	RMS, Essen, DEU
27	1982 BMW B7 Alpina S Turbo sedan	\$157,237	174	RMS, Paris, FRA
(Tie)	1992 Porsche 928 GTS coupe	\$157,237	132	RMS, Paris, FRA
29	1986 MG Metro 6R4 hatchback	\$140,000	123	G&C, Pebble Beach, CA
30	1994 BMW 850 CSi coupe	\$137,583	133	RMS, Paris, FRA
31	1992 Lancia Delta HF Integrale Evo Martini 5 hatchback	\$135,168	254	RMS, Essen, DEU
32	2005 Acura NSX coupe	\$128,800	109	RMS, Amelia Island, FL
33	1991 Mercedes-Benz 560SEL AMG 6.0 sedan	\$123,059	164	RMS, Essen, DEU
34	1987 BMW B7 Alpina Turbo/3 coupe	\$116,582	217	RMS, Essen, DEU
(Tie)	1992 BMW B12 Alpina 5.0 coupe	\$116,582	218	RMS, Essen, DEU
36	1985 BMW B7 Alpina Turbo coupe	\$111,376	194	RMS, Paris, FRA
37	2004 BMW M3 CSL coupe	\$110,106	276	RMS, Essen, DEU
38	1991 BMW Z1 Alpina convertible	\$106,400	86	Bon, Scottsdale, AZ
39	1995 Lancia Delta HF Integrale Evo II Dealers Collection hatchback	\$103,935	326	Bon, Chichester, U.K.
40	1993 Porsche 928 GTS coupe	\$100,800	87	Bon, Scottsdale, AZ
41	1999 Honda NSX Type S coupe	\$100,652	445	SA, Northamptonshire, U.K.
(Tie)	1985 Renault R5 Turbo 2 Evolution hatchback	\$100,652	240	SA, Northamptonshire, U.K.
43	2001 Acura NSX T VIN 00001 coupe	\$99,000	771	B-J, Scottsdale, AZ
(Tie)	1987 Mercedes-Benz 560SEC Autosalon 2000 Super Sport coupe	\$99,000	3142	RMA, Auburn, IN
(Tie)	1994 Toyota Supra Turbo sport roof coupe	\$99,000	3117	RMA, Auburn, IN
46	1994 Mercedes-Benz E500 Limited sedan	\$98,273	184	RMS, Paris, FRA
47	1990 BMW M3 coupe	\$98,000	112	RMS, Amelia Island, FL
48	1980 Renault R5 Turbo hatchback	\$96,488	112	RMS, Cernobbio, ITA
49	1988 BMW M3 coupe	\$95,200	8	G&C, Amelia Island, FL
50	1991 BMW M3 convertible	\$92,400	23	G&C, Amelia Island, FL

Making Corrections

This year's totals dropped, thanks to a market glutted with too many second-tier cars

onterey 2019's results painted a picture of a changing market: \$254 million in cars sold, representing a 32% decline over the \$374 million sold in 2018.

That is a huge drop, but it wasn't unexpected — nor was it the sky-is-falling moment it might have seemed to be.

A correction was due after years of growth in the high-level market — both in terms of sales totals and in terms of the sheer number of cars being offered on the Peninsula during this headline auction week.

Sourcing truly excellent cars becomes more of a challenge with a growing number of auctions in the area, and today's buyers have evolved to the point of understanding the difference between good cars and great ones — and they spend accordingly.

Despite the headlines, top-level cars continued to bring good prices in Monterey this past August, proving that the market isn't falling — it's just adjusting. Case in point, a 1994 McLaren F1 LM was the high sale of the week, selling for a record \$19.8 million. — *Jim Pickering*



Notable no-sale: Coming to auction amid high expectations, the 1939 Porsche Type 64 caused a stir when a \$17 million bid was mistakenly listed as \$70 million. By the time the confusion was cleared up, the air of anticipation had been sucked out of the room, and the rare early model left the Peninsula unsold









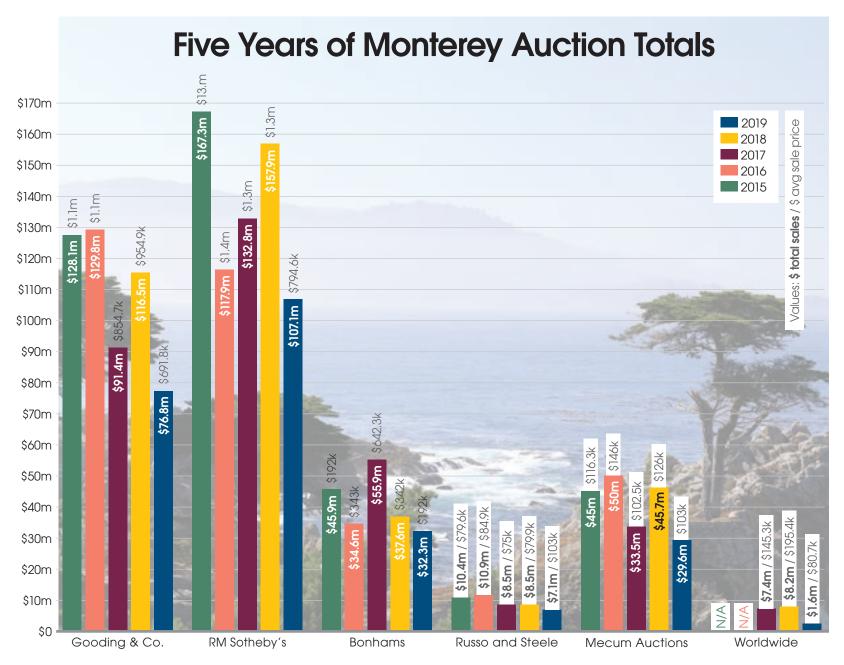




David Gooding stands by while the owner cranks up his 1913 Isotta Fraschini Tipo IM, which later sold for \$2,645,000



You can always count on an eclectic lineup at Russo and Steele's auction in the heart of Monterey







Top 100 Overall Sales of 2019

Rank	Model	Sold Price	Lot #	Auction Location
1	1994 McLaren F1 LM-spec coupe	\$19,805,000	261	RMS, Monterey, CA
2	1939 Alfa Romeo 8C 2900 B coupe	\$18,999,558	20	Art, Paris, FRA
3	1958 Ferrari 250 GT LWB California Spyder	\$9,905,000	44	G&C, Pebble Beach, CA
4	2014 Lamborghini Veneno Roadster	\$8,337,182	20	Bon, Chéserex, CHE
5	1962 Ferrari 250 GT SWB coupe	\$8,145,000	337	RMS, Monterey, CA
6	1965 Ford GT40 prototype roadster	\$7,650,000	252	RMS, Monterey, CA
7	1963 Ferrari 250 GT SWB Series II Lusso coupe	\$7,595,000	121	G&C, Scottsdale, AZ
8	1958 Ferrari 250 GT Series I PF cabriolet	\$6,800,000	145	G&C, Pebble Beach, CA
9	1965 Aston Martin DB5 "James Bond" coupe	\$6,385,000	111	RMS, Monterey, CA
10	1975 Ferrari 312T ex-Niki Lauda racer	\$6,000,000	31	G&C, Pebble Beach, CA
11	1958 Ferrari 250 GT Tour de France coupe	\$5,890,000	28	G&C, Scottsdale, AZ
12	1987 Ferrari F40 LM racer	\$5,517,545	126	RMS, Paris, FRA
13	1953 Ferrari 250 MM Series II Spider	\$5,395,000	42	G&C, Scottsdale, AZ
14	1960 Porsche RS 60 Werks Spyder	\$5,120,000	348	RMS, Monterey, CA
15	1958 Ferrari 250 GT Tour de France coupe	\$5,100,000	17	G&C, Pebble Beach, CA
16	1966 Serenissima Spyder	\$4,786,650	85	Art, Paris, FRA
17	2015 Koenigsegg One:1 coupe	\$4,631,768	24	Bon, Chéserex, CHE
18	1954 Ferrari 500 Mondial PF Spider	\$4,158,767	148	RMS, Cernobbio, ITA
19	1957 Porsche 550A Spyder	\$3,781,206	140	RMS, Cernobbio, ITA
20	1951 Ferrari 340 America Speciale Vignale coupe	\$3,635,000	152	Bon, Carmel, CA
21	1961 Aston Martin DB4GT coupe	\$3,600,000	33	G&C, Pebble Beach, CA
22	2006 Ferrari FXX coupe	\$3,525,000	322	RMS, Monterey, CA
23	1956 Porsche 550 RS Spyder	\$3,466,625	156	RMS, Paris, FRA
24	1992 Williams-Renault FW14B racer	\$3,392,949	345	Bon, Chichester, U.K.
25	1985 Ferrari 288 GTO coupe	\$3,360,000	149	RMS, Phoenix, AZ

Rank	Model	Sold Price	Lot #	Auction Location
26	2014 Ferrari LaFerrari coupe	\$3,300,000	S114	Mec, Kissimmee, FL
27	1966 Ferrari 275 GTB alloy, long-nose 6C coupe	\$3,258,684	155	RMS, Paris, FRA
28	1965 Ferrari 275 GTB alloy, long-nose coupe	\$3,174,863	36	Bon, Knokke-Heist, BEL
29	2003 Ferrari Enzo coupe	\$3,126,443	18	Bon, Chéserex, CHE
30	2015 Ferrari LaFerrari coupe	\$3,080,000	3094	RMA, Fort Lauderdale, FL
31	1995 Ferrari F50 convertible	\$3,000,000	315	RMS, Monterey, CA
32	2009 Mercedes-Benz SLR Stirling Moss Edition Roadster	\$2,969,475	131	Art, Paris, FRA
33	2014 Ferrari LaFerrari coupe	\$2,947,500	324	RMS, Monterey, CA
34	1967 Shelby Cobra 427 S/C roadster	\$2,860,000	F128	Mec, Indianapolis, IN
35	1939 Alfa Romeo Tipo 256 Touring coupe	\$2,755,000	120	G&C, Pebble Beach, CA
(Tie)	1951 Maserati A6G/2000 Frua Spider	\$2,755,000	54	Bon, Scottsdale, AZ
37	1967 Ferrari 275 GTB/4 coupe	\$2,750,000	F119	Mec, Monterey, CA
38	2019 Chevrolet Corvette Z06 coupe	\$2,700,000	3001	B-J, Uncasville, CT
39	1913 Isotta Fraschini Tipo IM racer	\$2,645,000	26	G&C, Pebble Beach, CA
40	2014 Ferrari LaFerrari coupe	\$2,640,000	S102	Mec, Monterey, CA
41	2018 Bugatti Chiron coupe	\$2,592,135	168	RMS, Paris, FRA
42	1937 Mercedes-Benz 540K Cabriolet A	\$2,540,032	134	RMS, Essen, DEU
43	1985 Ferrari 288 GTO coupe	\$2,507,500	52	G&C, Scottsdale, AZ
44	2019 Ford GT Heritage Edition VIN 001 coupe	\$2,500,000	3012	B-J, Scottsdale, AZ
45	1966 Shelby Cobra 427 roadster	\$2,420,000	F136	Mec, Indianapolis, IN
46	1994 Bugatti EB110 Super Sport coupe	\$2,312,982	165	RMS, Paris, FRA
47	1965 Ferrari 275 GTB coupe	\$2,205,000	245	RMS, Amelia Island, FL
(Tie)	1969 Ferrari 365 GTS Spider	\$2,205,000	249	RMS, Monterey, CA
49	2015 Ferrari LaFerrari coupe	\$2,200,090	25	Bon, Chéserex, CHE
50	1967 Shelby GT500 Super Snake fastback	\$2,200,000	F124	Mec, Kissimmee, FL

Auctions By the Numbers

Rank	Model	Sold Price	Lot #	Auction Location
51	1958 BMW 507 Series II convertible	\$2,175,000	246	RMS, Phoenix, AZ
52	1965 Ferrari 275 GTB coupe	\$2,169,061	37	Art, Paris, FRA
53	2020 Toyota Supra #1 VIN 20201 coupe	\$2,100,000	3010	B-J, Scottsdale, AZ
54	1930 Duesenberg Model J Sport Berline	\$2,040,000	35	G&C, Pebble Beach, CA
(Tie)	2014 Pagani Huayra Tempesta Scozia coupe	\$2,040,000	359	RMS, Monterey, CA
56	1965 Aston Martin DB6 Mk I short-chassis Volante	\$2,019,254	135	RMS, Cernobbio, ITA
57	1967 Ferrari 330 GTS Spider	\$2,012,500	142	RMS, Phoenix, AZ
58	1966 Ferrari 275 GTB long-nose coupe	\$1,985,000	254	RMS, Monterey, CA
(Tie)	1948 Tucker 48 sedan	\$1,985,000	491	Bon, Tupelo, MS
60	1955 Fiat 8V Zagato coupe	\$1,981,497	125	RMS, Cernobbio, ITA
61	1970 Plymouth Hemi 'Cuda convertible	\$1,980,000	F120	Mec, Indianapolis, IN
(Tie)	2015 Porsche 918 Weissach Spyder	\$1,980,000	S155	Mec, Indianapolis, IN
63	2010 Lamborghini Reventón Roadster	\$1,968,501	48	Bon, Chéserex, CHE
64	1996 Ferrari F50 convertible	\$1,936,980	159	RMS, Paris, FRA
65	1952 Ferrari 212 Europa Pinin Farina cabriolet	\$1,930,000	129	G&C, Scottsdale, AZ
66	1963 Ferrari 250 GT/L Lusso coupe	\$1,902,500	135	G&C, Scottsdale, AZ
67	1935 Bugatti Type 57 Atalante coupe	\$1,866,915	218	Bon, Chichester, U.K.
68	1939 Mercedes-Benz 540K Cabriolet A	\$1,793,928	240	Bon, Paris, FRA
69	1966 Shelby Cobra 427 roadster	\$1,792,500	264	RMS, Amelia Island, FL
70	1965 Aston Martin DB5 Shooting Brake	\$1,765,000	108	RMS, Monterey, CA
(Tie)	1967 Ferrari 330 GTS Spider	\$1,765,000	160	G&C, Pebble Beach, CA
(Tie)	1930 Packard Deluxe Eight Series 734 runabout speedster	\$1,765,000	33	G&C, Amelia Island, FL
73	1964 Shelby Cobra 289 roadster	\$1,760,000	F132	Mec, Indianapolis, IN
74	1993 Porsche 911 Carrera RS 3.8 coupe	\$1,710,000	46	G&C, Pebble Beach, CA
75	1991 Ferrari F40 coupe	\$1,682,500	318	RMS, Monterey, CA
76	2004 Ferrari Enzo coupe	\$1,663,628	43	Bon, Knokke-Heist, BEL
77	1930 Duesenberg Model J Sweep-Panel dual-cowl phaeton	\$1,650,000	230	RMS, Amelia Island, FL
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Rank	Model	Sold Price	Lot #	Auction Location
78	1953 Fiat 8V Supersonic Ghia coupe	\$1,625,000	128	Bon, Carmel, CA
79	1969 Lamborghini Miura P400 S coupe	\$1,609,626	176	RMS, London, U.K.
80	1952 Ferrari 212 Inter Vignale coupe	\$1,600,000	151	G&C, Pebble Beach, CA
(Tie)	1948 Tucker 48 sedan	\$1,600,000	243	RMS, Phoenix, AZ
82	1931 Bugatti Type 50 Jean Bugatti roadster	\$1,578,765	137	RMS, Cernobbio, ITA
83	1965 Ferrari 275 GTB coupe	\$1,572,500	157	G&C, Pebble Beach, CA
84	2011 Aston Martin One-77 coupe	\$1,563,222	16	Bon, Chéserex, CHE
(Tie)	2015 Porsche 918 Spyder	\$1,563,222	12	Bon, Chéserex, CHE
86	1931 Bentley 4½ Litre Supercharged Le Mans tourer	\$1,550,000	44	Bon, Carmel, CA
87	2017 Ford GT 66 Heritage Edition coupe	\$1,540,000	747	B-J, Las Vegas, NV
88	1961 Ferrari 250 GT PF Series II cabriolet	\$1,517,500	334	RMS, Monterey, CA
89	2010 Bugatti Veyron 16.4 Sang Noir coupe	\$1,500,000	149	RMS, Amelia Island, FL
90	2015 McLaren P1 coupe	\$1,490,000	144	RMS, Amelia Island, FL
(Tie)	2015 Porsche 918 Weissach Spyder	\$1,490,000	48	G&C, Amelia Island, FL
92	2019 McLaren Senna coupe	\$1,457,500	1405	B-J, Scottsdale, AZ
93	1955 Mercedes-Benz 300SL Gullwing	\$1,435,000	39	G&C, Scottsdale, AZ
(Tie)	1955 Mercedes-Benz 300SL Gullwing	\$1,435,000	141	G&C, Pebble Beach, CA
95	1970 Dodge Hemi Challenger R/T convertible	\$1,430,000	S101	Mec, Phoenix, AZ
(Tie)	2015 Porsche 918 Weissach Spyder	\$1,430,000	F91.1	Mec, Monterey, CA
97	1965 Shelby Cobra 427 roadster	\$1,380,000	131	Bon, Carmel, CA
98	1955 Mercedes-Benz 300SL Gullwing	\$1,369,909	291	Bon, Paris, FRA
99	2017 Ferrari F12tdf coupe	\$1,364,432	173	RMS, Paris, FRA
100	1926 Hispano-Suiza H6B Chapron Le Dandy cabriolet	\$1,352,500	252	RMS, Amelia Island, FL
(Tie)	1955 Mercedes-Benz 300SL Gullwing	\$1,352,500	124	Bon, Carmel, CA
B-J	riation Auction house G&C	ctions	R&S SA	RM Sotheby'sRusso and SteeleSilverstone AuctionsWorldwide Auctioneer





Toasting 24 Years of Excellence

A quarter-century later, Bill Warner's vision has become a world-class event

ay back on April 6, 1996, Bill Warner and his legion of car-happy helpers rolled 163 cars onto the fairways of the Ritz-Carlton Amelia Island.

About 2,200 people showed up to admire the cars at one of

Florida's nicest spots. A nice start, but no one — except perhaps Warner — expected the massive growth in quality and quantity that we've seen at the Amelia Island Concours d'Elegance.

2019 was the 24th year, and this world-class concours has grown into a four-day celebration of cars — especially race cars and their drivers. The auction scene also continues to grow. Gearheads travel to Amelia Island from all over the world to show their cars, look at amazing cars and attend an ever-growing lineup of car auctions.

More than 300 amazing vehicles were on the Golf Club of Amelia Island fairways during the March 10 concours.

Hundreds more were on the grass for the Cars & Coffee event on March 9. Amazing seminars, such as the "Porsche 962 Dynasty" event, attracted famous racers including Jacky Ickx. Racing history comes to life at every Amelia Island Concours.

Ickx was the 2019 Amelia Island Concours d'Elegance honoree.

Amelia Island has two Best in Show winners. The 2019 Concours d'Elegance Award went to the Keller Collection's 1938 Mercedes-Benz 540K Autobahn Courier. The 2019 Concours de Sport went to Cavallino Investments' 1957 Ferrari 325S.

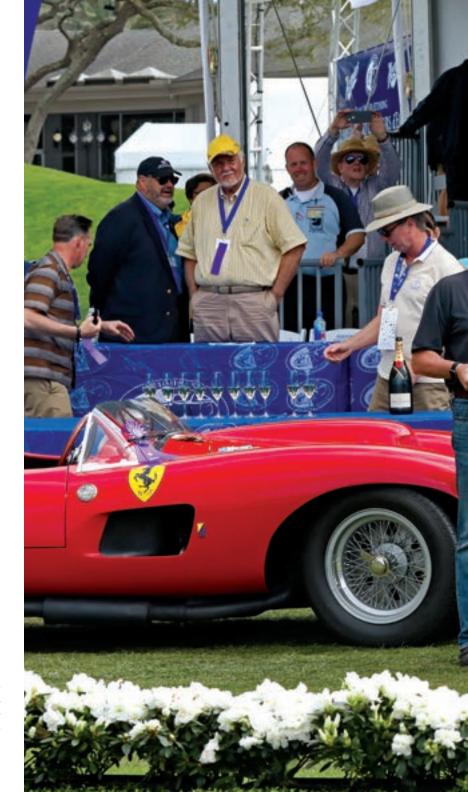
As always, Bill Warner sprayed the winning-car owners with magnums of very expensive champagne. Warner, appearing healthy and fit after weathering some recent health issues, looked over the crowd and beamed.

"I let the owners spray their cars," Warner later said. "I don't want to pay for their paintwork afterwards."

The 2020 Amelia Island Concours is scheduled for March 12–15. It will be the 25th anniversary of a concours that is now one of the best in the world — thanks to Bill and hundreds of his able volunteers. — *Chester Allen*

Following longstanding tradition, Amelia Island Concours Chairman Bill Warner pops the cork on a magnum of champagne to celebrate the 2019 winners. The Concours de Sport trophy went to a 1957 Ferrari 325S owned by Cavallino Investments, and the Concours de Elegance winner was the Keller Collection's 1938 Mercedes-Benz 540K Autobahn Courier

Photo by Chad Taylor









Coby Frawley, 10, tries out the cockpit of a Ferrari 360 Challenge Stradale at Amelia Island's Cars & Coffee event, a less-formal gathering of enthusiasts at the concours



The 1938 Jaguar SS100 owned by Christopher and Garance Prior of Bryn Mawr, PA, gets a detailing on the concours grounds



Kara and Robert Wild of Gainesville, FL, give their daughter Eloisa a driving tour of Amelia Island in a mini Mini

Partying on the Peninsula

There is too much to do, too much to see and too much traffic, but it's still awesome

t's hard to believe that Monterey Car Week was once vintage car races, a concours d'elegance and one car auction.

Now, of course, Monterey Car Week is more than seven days packed full of car celebrations. The week now features multiple rallies, numerous car shows, enough races to require days of competition and six separate auctions.

All of this turns the Monterey Peninsula from a quiet, scenic upscale beach community into a miniature Los Angeles with jam-packed streets full of expensive and exotic automobiles.

Admirers of Ferdinand Porsche's creations flock to the Werks Reunion, while Germany's other premier marques come together for Legends of the Autobahn. Italian-auto enthusiasts indulge in a wine-and-cheese-filled afternoon at Concorso Italiano. The most miniscule of motorcars pack the streets of Pacific Grove for the Little Car Show, and blessed are the cars at the Carmel Mission Classic.

Many of the automotive masterpieces accepted for display on Pebble Sunday take to the road on Thursday for the Tour d'Elegance. There is nothing like seeing monstrous vehicles from the early 1900s following the raucous European racers from the 1960s. Large, stately cars pass by — almost silent with silkysmooth V16 engines, while the European cars shriek and snarl to 6,000 rpm and 80 mph.

The same automotive works of art then line up on the shoreline of the Pacific Ocean for the culmination of Monterey Car Week: the Pebble Beach Concours d'Elegance.

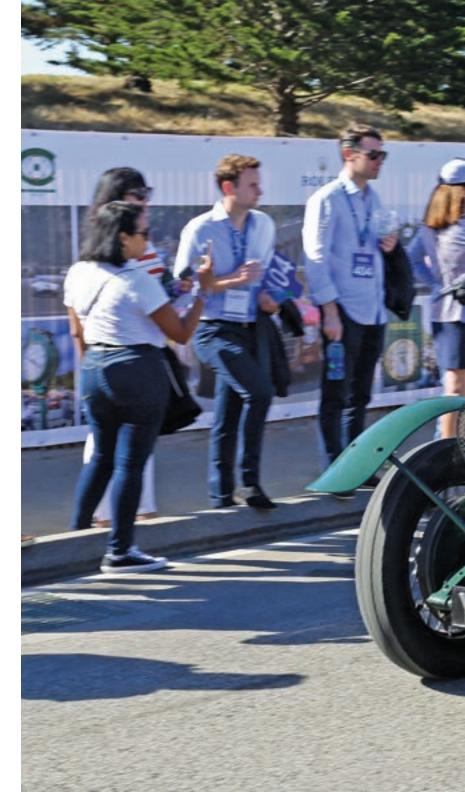
The 2019 show field included special classes celebrating the centennials of Bentley and Zagato. A display of Historic Hot Rod Cover Cars attracted an exuberant crowd all day.

Best of Show finalists included a stunning 1936 Mercedes-Benz 540K Special Cabriolet, an oh-so-French Figoni et Falaschi-bodied 1938 Talbot-Lago T150C SS and a sporty 1962 Aston Martin DB4GT Zagato.

In the end, however, top honors were awarded to Sir Michael Kadoorie's 1931 Bentley 8 Litre Sports Tourer by Gurney Nutting. This was a fitting conclusion to the celebration of the fabled British marque's anniversary — and the world's most spectacular car week. — *Chad Taylor*

The happy crew of the 1928 Bentley 4½ Litre Vanden Plas Le Mans Sports owned by Dr. Ian Andrews of Harpenden, England, launches on the Pebble Beach Tour d'Elegance

Photo by Jim Pickering













Gathered inside or outside the hangar, party attendees were constantly surrounded by exotic vehicles of land and air

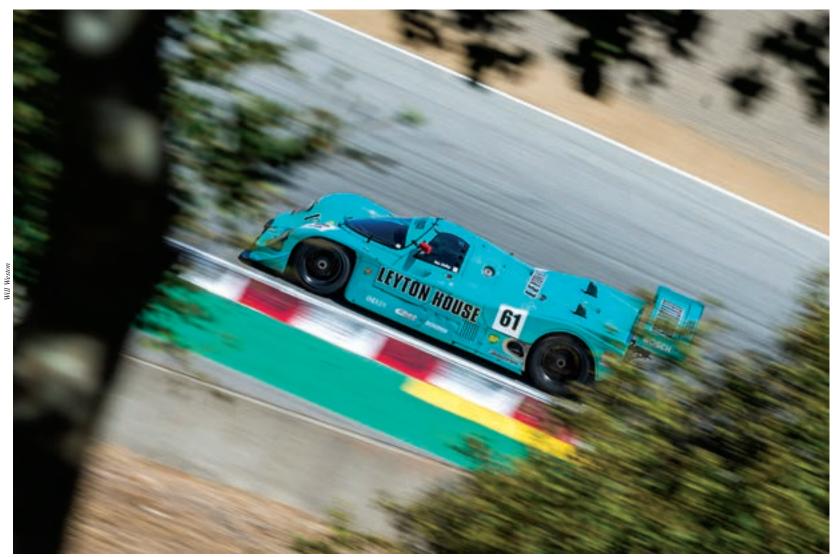
Photos by Jim Pickering



What's the world coming to when a Porsche 918 can't draw your eyeballs away from the phone?



The blessing of the cars is always a highlight of the Carmel Mission Classic. Now entering its eighth year, the concours takes place on the grounds of the Mission San Carlos Borromeo de Carmelo, which dates to the 1770s



It's not all static car displays in Monterey. The Rolex Monterey Motorsports Reunion offers attendees a chance to see vintage racers and classics driven in anger at WeatherTech Raceway Laguna Seca







Amazing vehicles line up as far as the eye can see in the minutes before the tour



... and they're off!



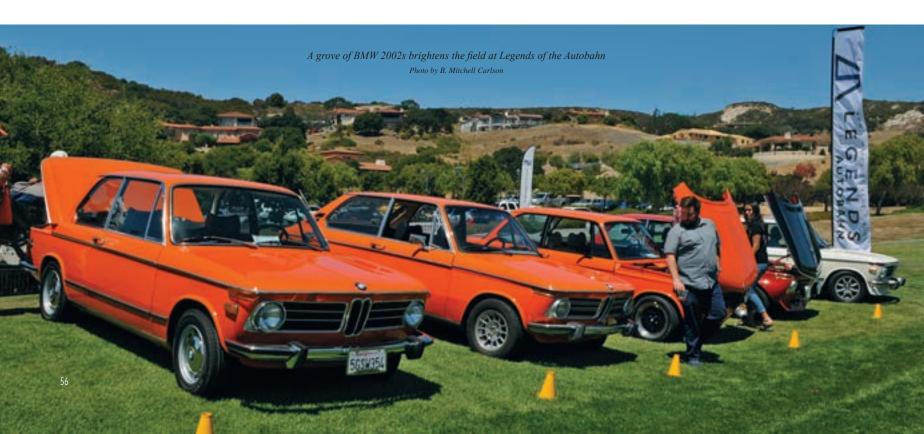
The triumphant return after a morning outing on 17-Mile Drive

Concours | Monterey: Legends of the Autobahn_





You can satisfy your interest in all vehicles Teutonic at the Legends of the Autobahn, be it a Next Gen Audi Quattro or a chance to drive off to the afterlife in style in a Mercedes-Benz hearse



Top 50 German Sales of 2019

Rank	Model	Sold Price	Lot #	Auction Location
1	1960 Porsche RS 60 Werks Spyder	\$5,120,000	348	RMS, Monterey, CA
2	1957 Porsche 550A Spyder	\$3,781,206	140	RMS, Cernobbio, ITA
3	1956 Porsche 550 RS Spyder	\$3,466,625	156	RMS, Paris, FRA
4	2009 Mercedes-Benz SLR Stirling Moss Edition Roadster	\$2,969,475	131	Art, Paris, FRA
5	1937 Mercedes-Benz 540K Cabriolet A	\$2,540,032	134	RMS, Essen, DEU
6	1958 BMW 507 Series II convertible	\$2,175,000	246	RMS, Phoenix, AZ
7	2015 Porsche 918 Weissach Spyder	\$1,980,000	S155	Mec, Indianapolis, IN
8	1939 Mercedes-Benz 540K Cabriolet A	\$1,793,928	240	Bon, Paris, FRA
9	1993 Porsche 911 Carrera RS 3.8 coupe	\$1,710,000	46	G&C, Pebble Beach, CA
10	2015 Porsche 918 Spyder	\$1,563,222	12	Bon, Chéserex, CHE
11	2015 Porsche 918 Weissach Spyder	\$1,490,000	48	G&C, Amelia Island, FL
12	1955 Mercedes-Benz 300SL Gullwing	\$1,435,000	39	G&C, Scottsdale, AZ
(Tie)	1955 Mercedes-Benz 300SL Gullwing	\$1,435,000	141	G&C, Pebble Beach, CA
14	2015 Porsche 918 Weissach Spyder	\$1,430,000	F91.1	Mec, Monterey, CA
15	1957 Porsche 356A Carrera GT Speedster	\$1,380,000	379	RMS, Dayton, OH
16	1955 Mercedes-Benz 300SL Gullwing	\$1,369,909	291	Bon, Paris, FRA
17	1955 Mercedes-Benz 300SL Gullwing	\$1,352,500	124	Bon, Carmel, CA
18	1941 Mercedes-Benz 540K Cabriolet A	\$1,297,500	163	G&C, Pebble Beach, CA
19	2015 Porsche 918 Spyder	\$1,255,476	180	RMS, Paris, FRA
20	1955 Mercedes-Benz 300SL Gullwing	\$1,210,000	8150	R&S, Monterey, CA
(Tie)	2014 Mercedes-Benz G63 AMG 6X6 pickup	\$1,210,000	1410	B-J, Scottsdale, AZ
22	2005 Porsche Carrera GT convertible	\$1,193,000	247	RMS, Monterey, CA
23	2015 Porsche 918 Spyder	\$1,187,500	118	RMS, Amelia Island, FL
(Tie)	1977 Porsche 934/5 racer	\$1,187,500	39	G&C, Pebble Beach, CA
25	1993 Porsche 911 Turbo S Leichtbau coupe	\$1,157,942	36	Bon, Chéserex, CHE

Rank	Model	Sold Price	Lot #	Auction Location
26	1955 Mercedes-Benz 300SL Gullwing	\$1,155,000	1110A	RMA, Fort Lauderdale, FL
27	1957 Mercedes-Benz 300SL Roadster	\$1,142,951	14	Bon, Knokke-Heist, BEL
28	1993 Porsche 911 Carrera RS 3.8 coupe	\$1,132,500	42	G&C, Amelia Island, FL
29	1955 Mercedes-Benz 300SL Gullwing	\$1,110,000	36	Bon, Scottsdale, AZ
30	1971 Porsche 916 prototype Brutus coupe	\$1,052,909	124	Art, Paris, FRA
31	1954 Mercedes-Benz 300SL Gullwing	\$1,034,484	220	SA, Northamptonshire, U.K.
32	1957 Mercedes-Benz 300SL Roadster	\$1,027,952	179	RMS, Paris, FRA
33	1987 Porsche 962C Kremer racer	\$1,022,500	69	G&C, Amelia Island, FL
34	1959 Mercedes-Benz 300SL Roadster	\$1,006,720	158	RMS, Essen, DEU
35	1957 Mercedes-Benz 300SL Roadster	\$1,006,000	21	G&C, Scottsdale, AZ
36	1963 Porsche 356B Carrera 2 GS cabriolet	\$1,000,500	88	Bon, Scottsdale, AZ
37	1959 Mercedes-Benz 300SL Roadster	\$990,000	20	WWA, Scottsdale, AZ
38	1958 Mercedes-Benz 300SL Roadster	\$935,000	8019	R&S, Monterey, CA
39	1950 Porsche 356 pre-A split-window coupe	\$913,273	288	Bon, Paris, FRA
40	1967 Porsche 911S Rallye coupe	\$912,500	373	RMS, Monterey, CA
41	1956 Mercedes-Benz 300Sc roadster	\$885,000	119	G&C, Scottsdale, AZ
42	1991 Porsche 911 Singer coupe	\$857,500	14	G&C, Pebble Beach, CA
43	1934 Mercedes-Benz 500K Mayfair tourer	\$830,000	32	Bon, Scottsdale, AZ
44	1959 Mercedes-Benz 300SL Roadster	\$781,611	42	Bon, Chéserex, CHE
45	1936 Horch 853 replica Spezial roadster	\$775,000	272	RMS, Amelia Island, FL
(Tie)	2004 Porsche Carrera GT convertible	\$775,000	117	RMS, Amelia Island, FL
47	2005 Porsche Carrera GT convertible	\$759,461	418	SA, Warwickshire, U.K.
48	1958 Mercedes-Benz 300SL Roadster	\$750,014	361	Bon, Chichester, U.K.
49	2004 Porsche Carrera GT convertible	\$742,746	158	RMS, Paris, FRA
50	1998 RUF CTR2 Sport coupe	\$736,500	225	RMS, Monterey, CA









The newly unveiled DeTomaso P72 supercar drew a steady stream of onlookers



Ron Corradini of Newport Beach, CA, happily accepts his custom sculpture for his Best in Show-winning 1960 Ferrari 250 GT II cabriolet

Top 50 Italian Sales of 2019

Rank	Model	Sold Price	Lot #	Auction Location
1	1939 Alfa Romeo 8C 2900 B Touring coupe	\$18,999,558	20	Art, Paris, FRA
2	1958 Ferrari 250 GT LWB California Spyder	\$9,905,000	44	G&C, Pebble Beach, CA
3	2014 Lamborghini Veneno Roadster	\$8,337,182	20	Bon, Chéserex, CHE
4	1962 Ferrari 250 GT SWB coupe	\$8,145,000	337	RMS, Monterey, CA
5	1963 Ferrari 250 GT SWB Series II Lusso coupe	\$7,595,000	121	G&C, Scottsdale, AZ
6	1958 Ferrari 250 GT Series I PF cabriolet	\$6,800,000	145	G&C, Pebble Beach, CA
7	1975 Ferrari 312T ex-Niki Lauda racer	\$6,000,000	31	G&C, Pebble Beach, CA
8	1958 Ferrari 250 GT Tour de France coupe	\$5,890,000	28	G&C, Scottsdale, AZ
9	1987 Ferrari F40 LM racer	\$5,517,545	126	RMS, Paris, FRA
10	1953 Ferrari 250 MM Series II Spider	\$5,395,000	42	G&C, Scottsdale, AZ
11	1958 Ferrari 250 GT Tour de France coupe	\$5,100,000	17	G&C, Pebble Beach, CA
12	1966 Serenissima Spyder	\$4,786,650	85	Art, Paris, FRA
13	1954 Ferrari 500 Mondial PF Spider	\$4,158,767	148	RMS, Cernobbio, ITA
14	1951 Ferrari 340 America Speciale Vignale coupe	\$3,635,000	152	Bon, Carmel, CA
15	2006 Ferrari FXX coupe	\$3,525,000	322	RMS, Monterey, CA
16	1985 Ferrari 288 GTO coupe	\$3,360,000	149	RMS, Phoenix, AZ
17	2014 Ferrari LaFerrari coupe	\$3,300,000	S114	Mec, Kissimmee, FL
18	1966 Ferrari 275 GTB alloy, long-nose, 6C coupe	\$3,258,684	155	RMS, Paris, FRA
19	1965 Ferrari 275 GTB alloy, long-nose coupe	\$3,174,863	36	Bon, Knokke-Heist, BEL
20	2003 Ferrari Enzo coupe	\$3,126,443	18	Bon, Chéserex, CHE
21	2015 Ferrari LaFerrari coupe	\$3,080,000	3094	RMA, Fort Lauderdale, FL
22	1995 Ferrari F50 convertible	\$3,000,000	315	RMS, Monterey, CA
23	2014 Ferrari LaFerrari coupe	\$2,947,500	324	RMS, Monterey, CA
24	1939 Alfa Romeo Tipo 256 Touring coupe	\$2,755,000	120	G&C, Pebble Beach, CA
(Tie)	1951 Maserati A6G/2000 Frua Spider	\$2,755,000	54	Bon, Scottsdale, AZ

Rank	Model	Sold Price	Lot #	Auction Location
26	1967 Ferrari 275 GTB/4 coupe	\$2,750,000	F119	Mec, Monterey, CA
27	1913 Isotta Fraschini Tipo IM racer	\$2,645,000	26	G&C, Pebble Beach, CA
28	2014 Ferrari LaFerrari coupe	\$2,640,000	S102	Mec, Monterey, CA
29	1985 Ferrari 288 GTO coupe	\$2,507,500	52	G&C, Scottsdale, AZ
30	1965 Ferrari 275 GTB coupe	\$2,205,000	245	RMS, Amelia Island, FL
(Tie)	1969 Ferrari 365 GTS Spider	\$2,205,000	249	RMS, Monterey, CA
32	2015 Ferrari LaFerrari coupe	\$2,200,090	25	Bon, Chéserex, CHE
33	1965 Ferrari 275 GTB coupe	\$2,169,061	37	Art, Paris, FRA
34	2014 Pagani Huayra Tempesta Scozia coupe	\$2,040,000	359	RMS, Monterey, CA
35	1967 Ferrari 330 GTS Spider	\$2,012,500	142	RMS, Phoenix, AZ
36	1966 Ferrari 275 GTB long-nose coupe	\$1,985,000	254	RMS, Monterey, CA
37	1955 Fiat 8V Zagato coupe	\$1,981,497	125	RMS, Cernobbio, ITA
38	2010 Lamborghini Reventón Roadster	\$1,968,501	48	Bon, Chéserex, CHE
39	1996 Ferrari F50 convertible	\$1,936,980	159	RMS, Paris, FRA
40	1952 Ferrari 212 Europa Pinin Farina cabriolet	\$1,930,000	129	G&C, Scottsdale, AZ
41	1963 Ferrari 250 GT/L Lusso coupe	\$1,902,500	135	G&C, Scottsdale, AZ
42	1967 Ferrari 330 GTS Spider	\$1,765,000	160	G&C, Pebble Beach, CA
43	1991 Ferrari F40 coupe	\$1,682,500	318	RMS, Monterey, CA
44	2004 Ferrari Enzo coupe	\$1,663,628	43	Bon, Knokke-Heist, BEL
45	1953 Fiat 8V Supersonic Ghia coupe	\$1,625,000	128	Bon, Carmel, CA
46	1969 Lamborghini Miura P400 S coupe	\$1,609,626	176	RMS, London, U.K.
47	1952 Ferrari 212 Inter Vignale coupe	\$1,600,000	151	G&C, Pebble Beach, CA
48	1965 Ferrari 275 GTB coupe	\$1,572,500	157	G&C, Pebble Beach, CA
49	1961 Ferrari 250 GT PF Series II cabriolet	\$1,517,500	334	RMS, Monterey, CA
50	2017 Ferrari F12 TdF coupe	\$1,364,432	173	RMS, Paris, FRA







Frequent SCM and ACC contributor Ken Gross checks out the 1932 Ford Jim Govro "Tweety Bird" Roadster, part of the Historic Hot Rod Cover Cars display at Pebble Beach





Bentley was the featured marque at the 2019 Pebble Beach Concours

Top 50 English Sales of 2019

Rank	Model	Sold Price	Lot #	Auction Location
1	1994 McLaren F1 LM coupe	\$19,805,000	261	RMS, Monterey, CA
2	1965 Aston Martin DB5 "James Bond" coupe	\$6,385,000	111	RMS, Monterey, CA
3	1961 Aston Martin DB4GT coupe	\$3,600,000	33	G&C, Pebble Beach, CA
4	1992 Williams-Renault FW14B racer	\$3,392,949	345	Bon, Chichester, U.K.
5	1965 Aston Martin DB6 Mk I short-chassis Volante	\$2,019,254	135	RMS, Cernobbio, ITA
6	1965 Aston Martin DB5 Radford Shooting Brake	\$1,765,000	108	RMS, Monterey, CA
7	2011 Aston Martin One-77 coupe	\$1,563,222	16	Bon, Chéserex, CHE
8	1931 Bentley 4½ Litre Supercharged Le Mans tourer	\$1,550,000	44	Bon, Carmel, CA
9	2015 McLaren P1 coupe	\$1,490,000	144	RMS, Amelia Island, FL
10	2019 McLaren Senna coupe	\$1,457,500	1405	B-J, Scottsdale, AZ
11	1963 Aston Martin DB5 convertible	\$1,325,000	126	RMS, Monterey, CA
(Tie)	1909 Rolls-Royce 40/50 HP Silver Ghost Roi des Belges tourer	\$1,325,000	373	RMS, St. Louis, MO
13	1928 Bentley 6½ Litre Four Light Weymann Fabric sedan	\$1,304,675	237	Bon, Paris, FRA
14	2014 McLaren P1 coupe	\$1,273,736	7	Bon, Chéserex, CHE
15	1959 Bentley S1 Continental drophead coupe	\$1,226,000	222	RMS, Monterey, CA
16	1927 Bentley 6½ Litre Le Mans Vanden Plas tourer	\$1,160,000	338	RMS, Monterey, CA
17	1968 Brabham BT26/BT26A Cosworth/Repco racer	\$1,105,000	278	Bon, Amelia Island, FL
18	1964 Aston Martin DB5 coupe	\$1,097,622	222	Bon, Stokenchurch, U.K.
19	1956 Bentley S1 Continental drophead coupe	\$1,077,500	238	RMS, Phoenix, AZ
20	1963 Aston Martin DB4 Series V convertible	\$1,033,341	210	Bon, Stokenchurch, U.K.
21	1931 Invicta 4½ Litre S-type low-chassis roadster	\$983,137	20	Bon, Knokke-Heist, BEL
22	1911 Rolls-Royce 40/50 HP Silver Ghost limousine	\$940,000	126	G&C, Pebble Beach, CA
23	1969 Aston Martin DB6 Mk II Vantage spec. Volante	\$925,362	264	Bon, Chichester, U.K.
24	1931 Bentley 8 Litre short-chassis tourer	\$893,702	232	Bon, Paris, FRA
25	1930 Bentley 6½ Litre Speed Six Le Mans replica tourer	\$874,000	57	Bon, Carmel, CA

Rank	Model	Sold Price	Lot #	Auction Location
26	1964 Aston Martin DB5 Vantage spec. coupe	\$832,103	52	Bon, Chichester, U.K.
27	1965 Aston Martin DB5 coupe	\$825,000	151	Bon, Carmel, CA
28	1931 Bentley 8 Litre Vanden Plas-style tourer	\$750,040	164	RMS, Monteira, PRT
29	1954 Aston Martin DB2/4 drophead coupe	\$720,000	158	G&C, Pebble Beach, CA
30	1927 Bentley 6½ Litre all-weather tourer	\$714,500	262	RMS, Amelia Island, FL
31	1929 Bentley 4½ Litre Vanden Plas tourer	\$686,230	48	Bon, Chichester, U.K.
32	1914 Rolls-Royce 40/50 HP Silver Ghost Landaulette	\$665,000	248	RMS, Monterey, CA
33	1962 Aston Martin DB4 Vantage Series V coupe	\$643,000	161	Bon, Carmel, CA
(Tie)	1964 Aston Martin DB5 coupe	\$643,000	120	RMS, Monterey, CA
35	1964 Aston Martin DB5 coupe	\$637,500	143	G&C, Pebble Beach, CA
36	1961 Jaguar E-type Series I 3.8 flat-floor coupe	\$626,500	27	G&C, Pebble Beach, CA
37	1960 Aston Martin DB4 Series I coupe	\$621,000	128	RMS, Monterey, CA
38	1965 Aston Martin DB5 coupe	\$610,000	67	Bon, Scottsdale, AZ
39	1936 Bentley 4½ Litre Vanden Plas tourer	\$584,774	72	H&H, Duxford, U.K.
40	1962 Aston Martin DB4 Series IV Vantage coupe	\$584,634	347	Bon, Chichester, U.K.
(Tie)	2001 Lister Storm GT1 prototype racer	\$584,634	367	Bon, Chichester, U.K.
42	1928 Bentley 4½ Litre Vanden Plas tourer	\$577,416	332	Bon, Chichester, U.K.
43	1961 Aston Martin DB4 Series II coupe	\$577,000	132	RMS, Monterey, CA
44	2019 Aston Martin Vanquish Zagato Shooting Brake	\$571,935	120	RMS, Cernobbio, ITA
45	1954 Aston Martin DB2/4 Bertone coupe	\$566,000	13	G&C, Scottsdale, AZ
(Tie)	1931 Rolls-Royce Phantom II Henley roadster	\$566,000	229	RMS, Amelia Island, FL
47	1954 Bentley R-type Continental coupe	\$528,252	363	Bon, Chichester, U.K.
48	1960 Aston Martin DB4 Series I coupe	\$522,000	113	G&C, Pebble Beach, CA
49	1998 Jaguar XJ 220 coupe	\$519,675	320	Bon, Chichester, U.K.
50	1947 Bentley Mk VI Franay cabriolet	\$483,500	235	RMS, Phoenix, AZ

Jakob Greisen and Trent Abbott tear past golden fields in a 1971 Porsche 911E coupe during the second running of the SCM 1000
Photo by Ken Hawkins

Head Out on the Highway, Lookin' for Adventure...

A five-day road trip reminded everyone that Oregon is the best state in the U.S.

s a magazine based in Portland, OR, we feel it is our duty to invite 80 of our closest car friends out west each July to enjoy a small slice of a state so great that our flag is double-sided.

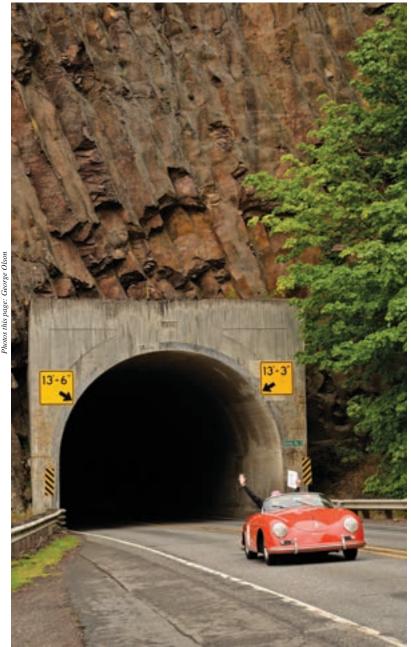
The 2019 SCM 1000 Tour included a quick dip into Washington to acknowledge that other states are indeed "okay." Washington does lay claim to both the Bickleton Carousel Museum AND the other side of the Columbia River Gorge. But we soon dropped back into paradise to visit the John Day Fossil Beds — one of the richest fossil sites in the world — as well as the city of Bend, a high-desert town with 300-plus days of sunshine per year, and Timberline Lodge, scenic backdrop for the movie "The Shining," all amid a rainbow-colored lineup of classic Porsches.

Each day, the tour meandered from sight to sight. The massive wind farms of the Columbia River Gorge in the morning and possible llama sightings in the afternoon. (Clackamas County boasts 713 llamas, which is 1.8 llamas for every 1,000 people.)

Each evening, we gathered for Conversations with Collectors and glasses of Willamette Valley wine before dinner. Discussions focused on the vintage-car market, the future of the hobby and Porsche, Porsche, Porsche. But I also recall a moment where we paused to discuss the filbert, aka the hazelnut, Oregon's state nut.

The final leg of the 2019 tour took us down the back side of Mount Hood, past the farms and orchards (and a paltry 35 llamas) that make up the Hood River County Fruit Loop — and into Portland. The group enjoyed a closing meal together at the Heathman Hotel, and several participants received awards.

But the real star was Oregon, a state so diverse and interesting that for five full days we convinced ourselves that there are no bad roads. — *Erin Olson*







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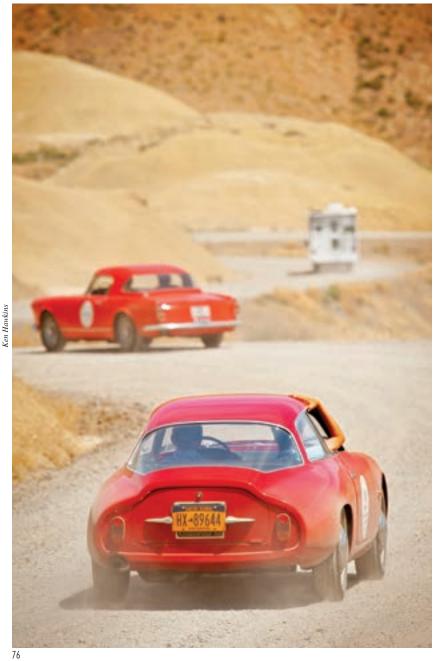










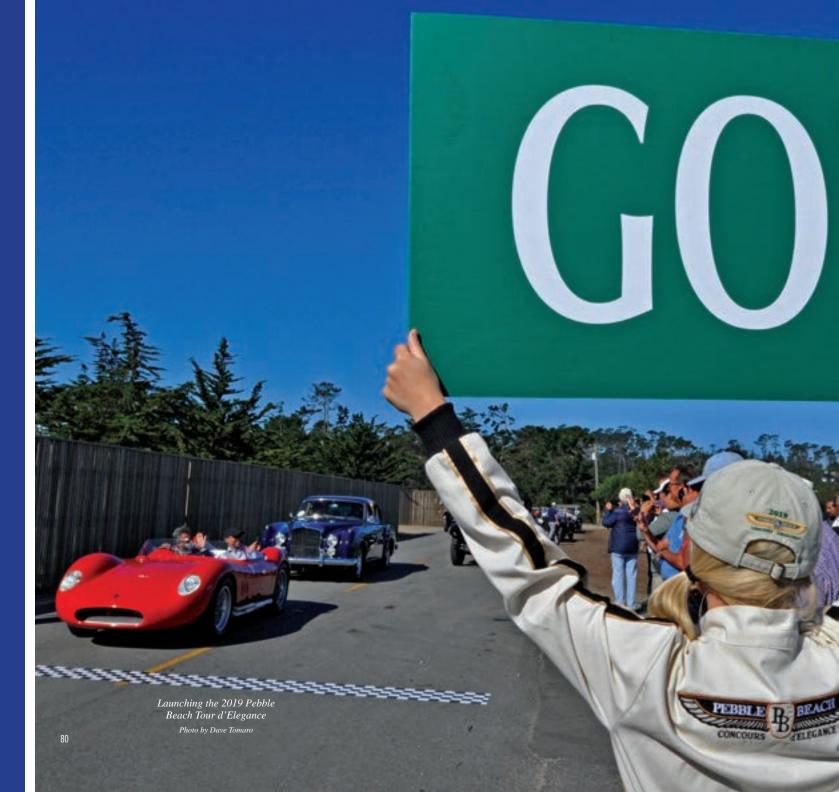














Every car person has a "shoulda, coulda, woulda" tale of the vehicle they regret having passed up a chance to own. Here are a few "If only ..." moments from SCM's stable of contributors

The Tatra Temptation

he car I should have purchased was the 1938 Tatra T77A Limousine, in silver with a brown leather interior, Lot 107, at Gooding and Company's Pebble Beach auction on August 17, 2019.

Before I became Porsche-centric in the 1980s, I also had old Packards, woodie wagons and muscle cars.

This nicely restored Tatra combined engineering excellence with pre-war-style wood, leather and Art Deco influences, was rear-engined and air-cooled — so it fit in. The \$412,000 price was fulsome, but the car takes up the space of two Porsches, so it's like buying two \$200,000 Porsches. Such a deal — and my wife, Pam, loved it. — *Prescott Kelly*



Daytona, I Coulda Owned Ya



or those of us who have been buying, restoring, collecting and generally spending much of our sum and substance in the pursuit of old cars, there's nothing like a little letting down of the hair about "the one that got away" to bring up a real sense of just how dumb we can be.

Self-criticism sessions are enhanced with a few noggins of adult beverages, but even without such aids, let me confess to my all-time-most-incompetent car-buying fiasco.

I informed the proper players in the car-trading world that a Shelby Cobra Daytona coupe was needed for the collection. The first rule in buying important cars is, if you like it, buy it.

Do not fool around trying to squeeze the last dime out of the price, because if it's truly an exceptional, world-class piece, price won't matter in the long run.

It is axiomatic that all acquisitions seem expensive at the time. Only in the rear-view mirror do they emerge as bargains.

Second, staggeringly good cars don't stay on the market for long. In short order, I am offered Daytona coupe CSX2287, the prototype car that debuted at Daytona, thereby giving that name to the series.

As you may recall, 2287 was the missing Daytona that was owned by an eccentric and irascible woman who periodically surfaced, allowed the car to be viewed in the dark of night in some decrepit lock-up garage and then would vanish for several years until the next time. Tragically, this woman committed

suicide in a particularly horrible way, and one faction of the heirs put the car up for sale.

Now, 2287 is the only Daytona that was essentially unrestored (check the box on my list), the first of them all and the only one built at Shelby's shops in Venice, CA (check the box for first in a series), and had an estimable career as a Works Shelby car (more box checking).

Finally, the car finished its career being driven by Craig Breedlove at Bonneville, where he set a number of long-distance speed records circulating day and night around a huge oval track laid out on the salt.

It was bought by recording impresario Phil Spector as a street car, and he ultimately presented 2287 as a worthless thing to the husband of the woman who owned it for all those years.

So far, so good. All I needed to do is say, "I'll take it," write the god-awful big check, and shove it in the museum.

Well, for some strange reason, I got it in my head that the sellers should take back some paper. I fooled around with this idea through the broker for several weeks until, at one of my symposia, Fred Simeone took me aside in a moment of great excitement and announced that he had just acquired the greatest Cobra Daytona on earth — CSX2287.

And there it remains to this day, in Fred's incomparable collection: the one that got away. — *Miles Collier*

After 53 Years, Victor Finds a New Home

or all of us car lovers, there comes a time when it's time to make that awful decision. Whether it's lack of garage space or lack of time and energy to drive and maintain it, the decision is made, and we then sell our old friend to someone we hope will love it, care for it and enjoy it — as

we have done.

I kept the first new car I'd ever purchased, a 1965 Volkswagen Type 117 Sunroof Sedan, for 53 years.

"Victor" Volkswagen evolved as I had, adapting to every phase of my life. An attractive fellow, he caught the eye of four car thieves, on four occasions, but each time I managed to trace, retrieve and repair the inevitable damage done.

Even before he was restored to spot-on as-new condition, he always started instantly, snicked into gear eagerly and willingly chugged down the road, always ready to go without protest.



1965 Volkswagen Type 117 Sunroof Sedan, aka "Victor"

Serendipitously, Victor now resides in New England once again alongside a Bentley, as he did when I owned him. His new owner describes Victor as a "happy car." What could be better? — *Diane Brandon*

If I Had \$69,000...

friend of mine told me about this insane 1971 Mercedes-Benz 300SEL 6.3 AMG before he put it on his website.
Sold to him by an older mechanic who had owned it for decades, my friend dangled the car in my face for the paltry sum of \$69,000.
I am not a huge fan of modified, color-changed cars, but this was a different kind of "original" car. It was likely one of the first heavily modified creations of AMG. This car was the absolute definition of the pure, early AMG product.
Already more engine than car, this 6.3 represents the pinnacle of perfor-



mance for any Mercedes of its era. And, yes, this includes the 450SEL 6.9.

Born as a blue, European-spec 6.3, this car underwent a transformation. It is reminiscent of the original Red Pigs.

The idea of improving on an already-radical con-



1971 Mercedes-Benz 300SEL 6.3 AMG

cept — the 6.3 itself — appeals to my desire to push the concept of the 6.3 to its limit. We can only make wild guesses about the initial owner. If I'd had \$69,000 lying around, I would have purchased this car. — *Pierre Hedary*



A Worn, Chipped, Fantastic '63 Corvette

hile top-level restorations open doors to prestigious shows and concours, flawed patina opens the door to regular use. I like to drive.

I should have bought the 1963 Corvette convertible that sold for \$36,300 at RM Auctions' Auburn Spring sale in late May. It was a ratty car through and through — chipped paint, worn interior and rusty underhood components — but as a package, it looked fantastic. I think it was cheap. The intersection of Corvette curb appeal and approachable, hands-on condition has stuck with me. This was a car I could have made better while driving it, which for me is half of the fun. — *Jim Pickering*



Who Doesn't Love a Tractor in the Yard?

've always loved old farm tractors. For a while I lived on some acreage and used a 1942 Allis-Chalmers Model C for chores. It was a workhorse, and it didn't cost much to buy or to fix up.

But time carries on, and eventually I moved into town. I have no more use for a tractor, but a good one still catches my eye.

Facebook Marketplace is a growing venue for vehicle sales. Think Craigslist, only with a much-less-reliable audience. Still, there it was, a well-loved 1950 Case Model S, tempting me over my morning coffee. It was located about a mile away, and no one in my hometown of Tillamook, OR, would raise an eyebrow to see me drive it right through downtown.

The asking price was only \$1,000 and the ad stated, "New tires, runs and drives good." That's well within "why not?" territory.

Matters got worse after about a week when the price dropped to \$800/OBO. However, common sense prevailed (although not without a struggle) and I did nothing until the ad disappeared. Yet I can't help but wonder, would it really have looked so bad sitting in the yard? Don't ask my wife. — *Jeff Zurschmeide*

A Fantastic Bargain — That I Missed

I met my first Tatra at the 2015 Lime Rock Historic Festival. In person, very few cars evoke such emotion, interest and curiosity. The unconventional design of the Tatra T77 is reminiscent of a Chrysler Airflow, VW Beetle and a Citroën 2CV on steroids.

In the 1930s, the T77's breakthrough aerodynamic design yielded a slippery drag coefficient of 0.21. A rear-mounted, air-cooled V8 only increases the allure of the T77's distinctive engineering.

Lot 107 at Gooding & Company's Pebble Beach Auction was a rare Tatra T77 Limousine. Respected specialist Roman Spacek passionately restored this example to factory specifications.

Lovingly painted in silver, it had a stunning Tobacco leather interior. As the breathtaking example crossed the auction block, I considered liquidating all my assets and robbing the local bank. The Tatra sold for \$412,000 — a fantastic bargain that was well below the \$450,000–\$650,000 estimate. It's rare to have the opportunity to bid on a perfect Tatra — I will forever regret not raising my paddle. — *Philip Richter*



You have to reach for the paddle before you reach for the car ...

This Scorpione Still Stings

ithout doubt the most frustrating is the story of a rare and wonderful 1970 Abarth 1300 Scorpione SS I tried to buy at auction a few years ago.

Some might think that the attention I sometimes attract due to my work is always a positive. In this case, it proved very much the opposite.

I was ready to bid as the car mounted the ramp. The auctioneer, someone I

knew quite well, then announced, "This is a car Donald Osborne would love." I was stunned. The bidding began and when I first raised my paddle, he then proclaimed, "Ah! Now Donald is bidding!"

I was thunderstruck. Needless to say, I did not get the car — nor have I seen another since. — *Donald Osborne*



Living in the Present — Several Times



1946 Fiat 1100 Frua Spider on the Pebble Beach Tour d'Elegance

hen faced with this assignment, my challenge was twofold: first, to write about something I'd not already covered, and second, to actually choose one drive out of all the memorable ones I've had in 2019, which is not nearly over as of this writing.

So I'm going to cheat a bit, which our long-suffering Executive Editor Chester Allen is used to me doing. I will combine several recollections and tie them together with the common attribute they share.

What is that special sauce? It will become clear quickly.

The Frua Spider

First on the list was what is likely my last drive in a 1946 Fiat 1100 Frua Spider, the first car of Pietro Frua's new coachworks. I drove it in Scottsdale, AZ, for a Canadian documentary on autonomous cars and my thoughts on what they meant to enthusiast collectors.

It was about to be sold at auction, and although the streets were crowded, my mind was taken back to my drives in it on the Mille Miglia, around Lake Como and on the Pebble Beach Tour d'Elegance. The sound of the raspy exhaust and the lively feel of the big Bakelite wheel and the wind in the cockpit transported me.

The Corwin Getaway

Next came a very short spin in the streets near the Petersen Automotive Museum in Los Angeles, CA. As part of research for a story, I drove the strange,

clever and groundbreaking 1969 Corwin Getaway prototype.

The mid-engine Corwin was the creation of a brilliant African-American man named Cliff Hall, who found fame as a society photographer in 1940s and 1950s Los Angeles. Hall, a gifted designer, inventor and artist, conceived the Getaway as a small urban sports car, to be built in the Watts section of the city to provide skilled jobs for inner-city residents.

Never funded, the project died, but the undeveloped Getaway still demonstrated kart-like agility and usability — especially in today's traffic — and felt completely modern 50 years on.

Similar experiences 5,500 miles apart

The last were unforgettable drives in the one-off fiberglass 1953 Fiat 8V coupe owned by FCA Heritage at the Vernasca Silver Flag hillclimb, combined and contrasted with the drive in my 1960 Fiat 1500 OSCA Pinin Farina coupe on the 2019 SCM 1000. While all the 114 8V cars built are legends and worth well into seven figures, the rare 1500 OSCA coupe is no slouch either.

Both delivered a kind of visceral, involved — yet strangely refined — driving experience on roads remarkably similar in character 5,500 miles apart. Both were ideal on the long, sweeping curves and varying elevations, and for me there is nothing quite like the feel of a narrow vintage Nardi wood-rim wheel in your hand.

What these drives had in common was an ability to both keep me intensely present and yet carry me away to an ideal of union with the car I was driving. 2019 isn't over yet, and I hope to add a few more great memories to these.

— Donald Osborne



The one-off fiberglass 1953 Fiat 8V coupe



No Pavement Needed — or Wanted

ver the unofficial last weekend of summer, my buddy Devin and I escaped the city to carve a distant Central Oregon mountain in search of a remote lakeside campsite. The deep, dark Umpqua National Forest, packed with emerald-green conifers, lined our path. The towering firs and their bushy, far-reaching branches framed an unlimited ceiling of blue sky above our heads.

It was just the two of us, Devin and me. I was in the lead. He nipped at my heels in his vehicle — egging me to go faster, harder.

We weaved our way through the forest and out into the arid high desert as the sun set over our left shoulders. With the windows down, the smell of sage sweetened the air, as we wound our way southeast.

That evening, I lost myself in the twisting and undulating route. It was one of those completely immersive drives — the ones during which you slowly become one with the machine around you, an unconscious melding of bone, plastic, sinew, rubber and steel.

I was no longer a lanky man driving a lifted Toyota. We were one; the truck was an extension of me. My eyes darted to the side as the road changed direction. With a flick of the steering wheel, we changed course — hundreds of times, over and over, into the waning light of the day.

This was my best drive of 2019. But it wasn't on road at all. Well, technically it was, but not in the traditional sense. Devin and I traversed a National Forest Development Road. It was ostensibly a road — Google knew it was there. However, it more closely resembled a dry mountain riverbed than a road.

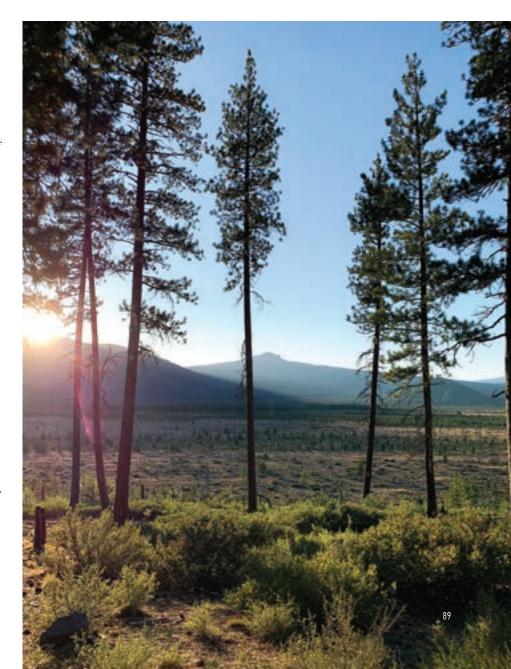
Smashing through fallen branches, rending small rocks beneath our tires, and kicking up plumes of dust, we hurriedly made our way to a remote lake, our campsite for the night.

We raced the setting sun to our secluded lakeshore campout. We pulled in just moments after the sun dropped behind those towering conifers. The lingering daylight bathed our campsite in a dark blue hue as we unpacked. The lake was picturesque, our campfire meal hearty, and the bourbon-fueled conversation uproarious.

The campsite was memorable. However, the road that we followed to get there is what left an indelible mark in my memory. It tried to break us — our backs and our vehicles. As much as it tried to take away from us, it gave so much more. It provided me a momentary respite from my everyday woes.

Its broken surface forced me to fully engage in driving. A misplaced tire or an unnoticed boulder could spell disaster. So, I had to let go of everything else, let it all fall away. It demanded my full focus, and for that I am grateful.

Driving like that is my form of meditation. Immersive driving quiets my mind. And no road in 2019 hushed my thoughts quite like NFD 4050-500. — *Nick Jaynes*



A Grand Time in Colorado

he 2019 Colorado Grand was a terrific 1,000 miles. The mountain climbs, descents and switchbacks were fun to drive. The snow-tipped peaks, gurgling rivers and fall foliage backdrops were beautiful.

But the real attractions were cars and people.

The cars ranged from pre-war Bentleys (nine!), Bugattis, Alfas and Lagondas to every big-time sports car of the 1940s and '50s, from uber-valuable Ferraris to affordable Porsche 356s, Alfa Giuliettas and British roadsters. The bonus for 2019 was a trio of 1962–63 Ferrari GTOs.

Another treat was the small mountain towns we visited. The coffee, lunch and afternoon ice cream stops (ahem) were town-wide events, publicized in advance with large turnouts. The towns closed down a main street or park and the Grand cars parked face-out to mingle with the locals. In each town we visited, the Grand contributed to a local cause.

My favorite was Paonia — for the people, especially the kids, and food. This

year we also visited Montrose, Durango (where ladies in 1880s outfits welcomed us), Silverton, Ridgway, Leadville, Dolores, Gunnison, and Salida. I could tell you a great story about each town. Other "highs" were Cottonwood Pass (elevation 12,126 feet) and Independence Pass (12,095 feet), not to mention our overnight stops in Vail (start and finish, two nights), Telluride (two nights) and Snowmass.

The prime beneficiary of the Grand is always the Colorado State Police Family Foundation, with another 36 charities also supported. Over \$500,000 was donated this year.

The 2019 Colorado Grand accepted about 125 cars, which equaled 250 people plus staff. I have done the past four Grands with Alan Benjamin in his 1957 Porsche 356A coupe. It was important to us to get out and meet new people. We made lots of new friends.

Cars, people, roads, scenery — this drive was grand in many ways.

— Prescott Kelly





Thor Thorson at the office and on the track with the quick and nimble 1962 Elva Mk 6

The Elva Mk 6 and the Andretti Hairpin

y favorite drive of 2019? Easy, I'm a vintage racer, so a good day at the track is what I live for. It's the HMSA spring opener at Laguna Seca, a bright and sunny — but cool — day in March, chilly enough to want a jacket, but really comfortable in my Nomex driving suit. My drive is a 1962 Elva Mk 6 sports racer, the mid-engine predecessor to the Lotus 23 and Elva Mk 7 that arrived in 1963, but still using drum brakes and 4-inch-by-15-inch wheels. It weighs about 1,250 pounds with me in it and puts 125 horsepower to the rear wheels, so it is plenty quick — but not a rocketship.

The wheels and consequent tires are why I love the Mk 6. Skinny, hard tires prefer — even insist — on being driven "loose," and for an old guy like me, it's a lot more fun than driving "stuck" on the newer, sticky ones — even if it's not as fast. The best analogy is skiing, where any time you are turning, you are sliding sideways to do it, and you control the turn with balance. Weight forward means the tip bites but the back slides, weight farther back gets the rear to grab and go.

Take Turn 2, the "Andretti Hairpin" — the vexing double-apex left-hander as you come downhill off the straight. If you do it right in the Elva, you get all over the brakes and start to turn in. With lots of weight on the front wheels, they bite, and the rear takes a big step out, which is exactly what you want. Nail the throttle and put in about 15 degrees of counter steer and the car settles into a



glorious drift with the two apexes whistling past your nose as you slide out to the edge of the exit and on toward the next turn. It is an incredibly rewarding feeling — and for me, the essence of race driving. — *Thor Thorson*

Experts Pick the Cars to Acquire or Ditch in 2020

Jakob Greisen

Head of Bonhams' U.S. Motoring Department

BUY The cars you can't buy on any given day. The truly collectible, unrepeatable cars of every era that have the three collector-car attributes in spades: aesthetics, engineering and history.

Every year there are unique opportunities like this available in the market-place — such as the Alfa Romeo 8C 2900 Touring berlinetta that sold in 2019. Or it could be a very well-preserved Youngtimer car in the right colors and spec that has been kept in fastidious care.



Buy the unique, such as the 1939 Alfa Romeo 8C 2900B berlinetta by Touring

I don't subscribe much to the generational gap and potential of the truly great cars of any era being forgotten. If you walk into the Louvre, you will see interest from all generations and backgrounds, even though these pieces were made centuries ago. Historically, a car does get a bump in appreciation around the 40-year mark, as most aspiring collectors tend to gravitate to cars from their youth, but I see many collectors season into appreciating the great cars of each era. I see the car collectors driven towards these truly special condition/pedigree cars and they will always appreciate and be salable because a future buyer will not find a similar car.

The cars that don't excite you. Cars with bad stories and the "also ran" models, which didn't really make a mark on the era in which they were built. Car collecting is about "collector" cars, i.e., cars that are collectible!

HOLD Cars from the 1970s, 1980s, 1990s and 2000s that truly made a mark on their respective eras. These are cars that a non-car guy or gal would recognize as an icon of the era without having studied their provenance or significance. For instance, an F40, Porsche 959, Toyota Supra, first-generation Tesla or Prius — and so on. Go for the cars that graced the covers of the automotive press when they were new, but make sure you have a great example that is unrepeatable for a future buyer. Car collecting is a lot of romance, just like any other form of collecting. The difference between a collectible car and just a used car is important to remember.

Diane Brandon

SCM Contributor



BUY Vintage Bentley: 1919–31: 3 Litre, 4½ Litre, 4½ Litre Supercharged (Blower Bentley), 6 Litre including the brilliant Speed Six, and the 8 Litre.

With the exception of the quirky 4 Litre chassis, all other vintage Bentley cars have retained, or slowly increased in, value over the past decade, and remain Investment Grade A.

Surprisingly, a quite presentable 3 Litre can now be had for under \$200,000, but not for long. It will probably wear a newer era-correct body, and may have had an engine and/or gearbox swap.

These changes, unlike with other marques, don't seem to hurt Bentley values. The Bentley Drivers Club Ltd. and Rolls-Royce Owners' Club maintain archives, so documenting these cars is easy.

SELL Rolls-Royce and Bentley Standard Steel Saloons 1946-65.

The Silver Cloud standard steel saloon and its identical sibling, the Bentley S saloon, is the image most people bring to mind when they think "Rolls-Royce," and indeed it and the other standard steel cars of this era were beautifully proportioned, beautifully finished, comfortable and delightful to drive.

However, the interest in these early post-war cars is now focused on the more special cars — the coachbuilt ones — especially open models. The market for the standard saloon is rather flat and unlikely to appreciate in the near future.

HOLD Bentley Continental 1952–66: R-type, S1, S2 and S3.

All Bentley Continentals, from the R-type introduced in 1952 to the last S3 Continental built in 1966, were coachbuilt, and offered in both open and closed bodies. All were produced in limited numbers.

Left-hand drive, original, or as-original condition with original special features, and a unique provenance will add to the value.

Gord Duff

RM Sotheby's Global Head of Auctions

Proper rally or homologation cars with great history.

This is an area where values are sure to continue to grow, making it prime time to buy. Generational interest, the drivability factor and a generally strong global community of enthusiasts will continue to drive this market as more and more collectors turn toward cars that they can really drive and have fun with. I'd have my eye on a proper Group B rally car with World Rally Championship wins, or a great competitive GT1 homologation car of the 1970s through the 1990s. Basically, the collector demographic who grew up during this era is just now getting into the market and creating more and more interest. As usability becomes more of a driving force for new collectors, these are cars with excellent eligibility for vintage racing and rally events.

Great-quality Duesenberg Model J cars.

While there has long been a fear that the buyer for great American Classics will soon be gone (I've literally heard this for more than a decade), the market continues to thrive for the best of the best in this category. Today, the market has never been stronger for a pure, original-body, -chassis and -engine Duesenberg Model J. As we witnessed at sales such as Amelia Island and the Fred Guyton Collection in 2019, cars with known histories, long-term collector ownership, and the most desirable or seldom-seen coachwork are bringing the bidders and the buyers out at auction.

HOLD Shelby 289 Cobras.

Currently, the market seems to have more supply than demand for the 289 Cobra, as many cars have come out of the woodwork in the past 24 months. The cars are staple models at auction, but even fantastic 289 Cobras are having a hard time reaching reserves, which is in turn affecting all prices. I see only better days ahead for the best-quality 289s out there, and I feel a rebound in values is coming and worth the wait. In the meantime, there are few driving experiences that compare to that of a Cobra, so why not enjoy your time behind the wheel?



Donald Osborne

SCM Editor at Large



Buy 1960s European GTs, such as the 1966 Lamborghini 400GT

Cars that are enjoyable to drive. Across all categories — Next Gen, 1960s European GT, 1950s American, 1930s classics or Brass, smart buyers are gravitating towards those cars that deliver satisfaction in a time of increasing importance of the "experiential" aspect of ownership. To be able to drive with a smile on your face — either from the performance, comfort, challenge or thrill of driving your car — is the key here. Think event-eligible, great weekend tourer or historic time machine. Well-built resto-mods can be surprising — and a good choice — as long as you don't think they will be "investments."

Anything not interesting or fun to drive, or mass-production cars with needs. If you have that semi-project car you've been meaning to get around to, cut it loose. You may lose money on the car, but the cash you will get out of it could go towards something you will actually use.

HOLD Interesting, fun-to-drive, limited-production cars from the 1990s to the early 2000s. Maintain them well for the next five to 10 years, enjoying them as much as you can.

It is not unreasonable to expect that fewer and fewer will survive in original specification and known ownership, and you may be able to sell at a price that has recovered from depreciation, making your ownership "free."

Craig Jackson

Chairman and CEO of Barrett-Jackson

BUY Low-mileage, low-production performance from the 1990s and early 2000s.

During our Scottsdale Auction in January 2019, we sold the first production 2020 Toyota Supra for charity. Since then, we have seen more Mk IV Supras crossing our auction block than ever before, including several record sales. I believe this to be an indicator for other performance vehicles of that era.

The 1990s gave birth to a new era of consumer sports cars. Vehicles such as the Toyota Mk IV Supra, Acura NSX, Dodge Viper and LT4 Camaro SS brought bigger horsepower and new technology into the American market.

Special-edition vehicles such as the 1995 BMW M3 LTW and 1993 Mustang Cobra R were also introduced in low production numbers. For many years, these vehicles were underappreciated.



Late 1960s and early 1970s American muscle.

In the early 1980s, I introduced muscle cars to the docket at our Scottsdale Auction. Before the rise in popularity of these vehicles on the auction block, the generation before me saw American muscle as "used cars" and believed they had no place next to the magnificent pre-war cars.

Limited-production, high-horsepower muscle of the 1960s, such as the ZL1 COPO Camaro, Hemi 'Cuda convertibles and limited-production Shelbys will continue to command top dollar. I believe the low-performance, high-production classic muscle will begin to flatten out.

HOLD 2005 and 2006 Ford GTs.

The release of the limited-production Ford GT supercars in 2005 created a swell of nostalgia and a resurgence of pride in American engineering. But as the new-generation 2017 and 2018 Ford GTs start to arrive on the market after contractual embargos end, there may be a time of uncertainty about where the prices for 2005–06 GTs will go. However, I predict the "Ford v Ferrari" movie will have an inspirational impact on the GT segment.

Keith Martin

SCM Publisher

BUY 1983–85 Ferrari 308 GTS QV. I've always liked the 3-liter, 4-valve engine. It seems to rev easier and make better sounds than the 3.2-liter engine that followed it. The insane price explosion of 308/328 prices of four years ago is over. You don't need a computer to tune these cars, and good mechanics can perform the every-three-year belt change for under \$2,000. A recently serviced, no-stories car should be yours for about \$40,000.

Citroën SM. A couple of high auction results a couple of years ago (mostly from the Paris-based firm Artcurial — is that a surprise?) caused long-suffering SM enthusiasts to rejoice. But the celebration was short. These cars are incredibly complex, so only purchase one that has had comprehensive attention from a marque expert. If you can get someone to pay you a price from 2015, take it. Otherwise, \$50k for a decent car is all the money, and it won't be more next year.



HOLD Volvo 1800ES. The Germans refer to these as "Snow White's Hearse." Their large greenhouses mean that working a/c is a must. Trouble is, the a/c doesn't work on any of them. The space behind the rear seats is a great place for your pets. A few have brought strong money at Gooding & Company and Bonhams — and on Bring a Trailer. But these prices are going nowhere fast. For \$25k you should get a car you'd be proud to own — which is a good thing, because it's an emotional investment, not a financial one.

Garth Hammers

Gooding & Company Specialist



1954-63 Mercedes-Benz 300SL. Iconic, groundbreaking and advanced in most every meaningful way, the 1,400 Gullwings and 1,858 Roadsters constructed over nearly a decade by Mercedes-Benz have been on the must-have list for collectors since at least the 1970s.

Mercedes-Benz was functioning at the top of their game in engineering and driving dynamics and, coupled with their incomparable styling and truly legendary build quality, the 300SL endures today as an era-defining blue-chip automobile.

Cars that were selling at \$1.3 million or more in 2015 can be had just this or that side of the \$1 million mark. If you've been watching for the right moment to buy, now is certainly better than later.

1955–63 Mercedes-Benz 190SL. The 190SL was built as a worthy smaller sibling to the far more exclusive and complex 300SL, featuring the beautiful fender eyebrows, grille, bumper design and dash layout of their race-derived brethren. However, while perfectly adequate for a leisurely weekend cruise, the 190SL soon reveals its limits on spirited drives.

As for the future, I do not see a significant rise in prices coming that would outpace the natural rise of the general market, as there are plenty of them (nearly 26,000), and you'll never be first to the lunch stop on the Colorado Grand. Better examples are trading for \$100,000-plus, and occasionally bettering \$150,000. Looking down the road, I'd say now is as good a time as any to sell.

HOLD 1968-71 Mercedes-Benz 280SL.

The final iteration of the wonderful 113 Series saw the addition of a 2.8-liter engine and updated wheel covers. The 113 had the distinction of replacing the 198 Series 300SL and the 121 Series 190SL.

It was built with new-world unibody technology, and on the road, they make enough power for the driver to be confident in modern traffic.

Nick Jaynes

SCM Contributor



1999-2009 Honda S2000.

BUY Every day we get further from the early 2000s is one additional day that once-innocuous—dare I say "nerdy" — sports cars tick up in value. The S2000 is a prime example. According to the SCM Pocket Price Guide, the S2000 has increased 3% to a median value of \$22,000. And there's good reason for it.

Like virtually every Honda produced, the S2000 was built right the first time. New in the showroom, the S2000 was never deeply sexy or exciting to look at. However, over the past decade, it has aged into the realm of subdued perfection.

Buy one now — before everybody else does.

1930-34 Duesenberg Model J Murphy torpedo convertible.

SELL There's a sea change coming. The Baby Boomer generation's tightfisted grip on the classic-car market won't last forever. The Millennial generation's rise is nigh. And I have some likely distressing news: No one born after 1979 cares about Duesenbergs — no one.

To be honest, there's nothing really specific to the Model J Murphy torpedo convertible — other than its value has declined 3% to a \$1.500,000 median. according to the SCM Pocket Price Guide — for me to latch onto and mark it a "sell." You could plug in any pre-war million-dollar classic in its place, and I'd offer the same sell advice.

HOLD 1972–79 Volkswagen Westfalia Camper.

The utilitarian outdoor-adventure vehicle market is red hot right now. Unlike the truck-based first-generation Bronco or Blazer, the 1972–79 Westy is as close to a sports car (in terms of chassis) as the segment gets.

What's not to love about the Westy? Like most VWs from that generation, parts are easily accessible and not terribly expensive. Westies have a real 1970s Euro panache with funky color schemes and winsome features like the pop-top.

Moreover, Westies are a classic that you and your entire family can fit into and enjoy together.





Eight percent more cars were offered this year, but the market was 21% down on gross sales

What Happened — and Why — in 2019

The simple fact is that there are too many auctions and too many dealers chasing too few good cars

by Simon Kidston

'm an enthusiast, not an investor. In fact, if prices go down, I'll be happy, as I can buy more..."

Who's heard that before? And where are all these enthusiasts now? 2019 was the year when, to paraphrase the ever-eloquent Warren Buffett, "You found out who was swimming naked when the tide went out."

We should all know the bean stalk doesn't grow to the sky, but how many times in recent years did you try to buy or value a car and were met with:

"I don't need the money."

"Ah, but mine's the best one out there."

"Its value can only go one way," (they presumably mean up).

"I've already turned down more than that."

"Just wait until the Chinese/Arabs/Russians start buying."

Which is all very well, but none of it counters the fundamental truth of the market in 2019: A car, like anything, is worth what someone is willing to pay for it.

What's my car worth?

Now, if you really do own the best, and it's something people of buying age actually want (think Ferrari 288 GTO, Lamborghini Miura SV, McLaren F1 and



so on — and not a family sedan or something so obscure you need Google to find out what it is), then the odds will be more evenly matched.

Yet as anyone in the classic-car business in 2019 will tell vou, never underestimate the buyer with cash, no trades and pen poised to commit, right here and now.

In fairness, "What's my car worth?" was often a tough question to answer when the market was on fire between 2009 and 2014, which meant that auctions thrived.

You didn't need to set the sale price: They did it for you. The chances were that between signing the consignment form and the auctioneer raising his hammer a few months later, your pride and joy had already taken another step upwards. Take a look at the hard stats below, and you'll see the same is also true in reverse, but suddenly, auction sellers aren't as keen to hear the answer to that question.

And buyers? All those boom-year investors — sorry, enthusiasts — are oddly absent now. It's as if late arrivals to the party have lost their mojo.

The people still buying really are enthusiasts but — guess what — there are fewer of them than the speculators who pushed up prices so quickly. In the long run, though, both sides are better served by stability. Sellers aren't scared of losing out, and buyers aren't worried about catching a falling knife.

Truth in numbers

Auctions are far from the entire market, but they're a useful and highly visible snapshot of general sentiment, so with my K500 Index colleagues, we've crunched the hard numbers the auction houses don't publish. Let's take a look:

Here's our summary of the big U.S. and European like-for-like auctions combined for 2019 (compared with 2018), dollar-value conversion on the day and biennial auctions excluded:

Gross sales: \$521.501.904 (\$660.153.555) –21% **Number of cars not sold:** 483 (369) +31% Number of cars withdrawn: 21 (24) –13% **Total number of cars:** 1.958 (1814) +8% **Number sold:** 1,475 (1,445) +2%

Percentage of cars sold by number: 75% (80%) -6%

Percentage of cars met or sold below low estimate: 68% (62%) +9% Percentage of cars sold below average of estimates: 83% (79%) +5%



Time-tested advice: Buy what you really like and be ready to hold on to it

Percentage of cars sold that met/exceeded top estimate: 10% (13%) -22%

Average price of cars sold: \$353,561 (\$456,584) -23% Average model year of cars offered: 1967 (1967) 0% Percentage of cars offered at no reserve: 45% (44%) +1%

Some conclusions

Eight percent more cars were offered this year, but the market was 21% down on gross sales.

We saw a small drop in sell-through, mainly due to weaker European results. There were even more sales under low and mid estimate, and fewer above top estimate.

Big drop in price per car due to a fewer big cars selling compared to 2018 — and a strong U.S. dollar weakening European values.

No move in year of cars offered, although that was skewed by all the oldies at Amelia and Paris.

The European market is weaker, as seen through worse year-on sell-through percentages: 64% in 2019 vs. 72% in 2018.

A flooded market

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If you flood any market with product, prices will suffer, and ours is no exception. Add trade wars, Brexit uncertainty in a country which leads the European market, environmental concerns, demographic shifts and a general economic slowdown to the mix, and it's actually surprising the classic-car market hasn't suffered more.

Look at the summary above — that's still over half a billion dollars of cars sold at major auctions this year, down 21% from 2018, but the total excluded what's probably a much larger number sold in the private market (including another Ferrari 250 GTO).

New buyers from new places

It's also worth mentioning that we are finally seeing new buyers emerge from places that didn't previously register on the classic-car radar.

For example, the African playboy's repossessed 2014 Lamborghini Veneno sold at Bonhams' Bonmont Auction on September 29 for the same value as a Ferrari 250 SWB — against all expectations. It made over \$8 million to an Arab bidder on the telephone with a young Taiwanese underbidder in the room, complete with large cigar, expensive watch and an even brighter smile.

Goodwood? Pebble Beach? That Taiwanese bidder probably thinks they're vintage TV shows. And he offered the buyer a \$500k profit the next morning (declined).

Ultimately, the wisest advice comes from a grizzled septuagenarian friend and client who has one of the world's 10 best car collections and is still buying, but very selectively:

"Buy what you really like and be ready to hold on to it."

You can still make a profit on a classic car in today's market, even when buying bravely to get the best. And yes, it might go down in value tomorrow, but if you can't find another and you're not a seller, does it matter?

You just need to choose more carefully and own it for longer. I don't expect 2020 to be any different.



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