

Russo and Steele

9th Annual Sports and Muscle in Scottsdale

Wednesday-Sunday, January 14-18, 2009

Scottsdale Road and Mayo Blvd. - southeast of Scottsdale Road and AZ Loop 101 - Scottsdale

Experience 500 European sports cars, American muscle cars, hot rods and customs at the 9th Annual Russo and Steele Collector Automobile Auction in north Scottsdale, January 14-18, 2009.

CHARITY PREVIEW GALA

Russo and Steele continues to support the Emily Center at Phoenix Children's Hospital, as the recipient of the auction's annual charity gala. The gala is staged on the first night of the five-day event. Open to corporate sponsors, registered bidders and invited guests only, this prestigious event is always a sellout. The Emily Center is a free pediatric health library, staffed by nurses and open to the public, with more than 4,000 books, 2,000 videos and thousands of articles (both English and Spanish) on everything from parenting tips to childhood health, injury and illness. There is also free online access to medical journals.

2007 CREATIVE WORKSHOP SPORT SPECIALE

Built by Jason Wenig and his creative team at The Creative Workshop, this one-of-a-kind scratch-built Sport Speciale is inspired by the big-displacement European racing specials from the late '50s and early '60s. The car takes cues from the Ferrari TR59/60, Aston Martin DBR1, Maserati 450S and others.

Although bodylines place the style in that period, the car sports a chrome-moly tubular chassis in a true Superleggera-style, stainless steel, wire-rimmed and hand-formed aluminum body. A legendary specially-built F1-



inspired performance BMW V12 with one-off cylinder heads, from the BMW factory in Germany and a custom Hilborn racing fuel injection system transmits power through a matching 6-speed transmission. Add tubular, adjustable suspension arms, BRT rack and pinion steering, racing-bred sway bars and many other competition tech advancements, plus Brembo and Wilwood racing disc brakes.

Authentic details include period-correct

Veglia instrumentation, Nardi steering wheel, original Marchal and Carello lights and correct Magneti-Marelli switches. The wheels, hubs and knockoffs were built by Borrani on the original jigs that built the same classic wires for the Ferraris of old. This masterpiece is a seamless fusion of classic style and modern performance, capturing a magnificent era, yet with convenience, ergonomics and performance those cars could only dream of.

1963 SHELBY COBRA CSX2009

Drivers including Augie Pabst, Peter Jopp, Tom Payne, Gene Fisher and Dick Stockton made history with this 1963 Shelby Cobra CSX2009, taking numerous trips to the winners' circle with it in FIA/SCCA racing. With



the introduction of the new AC Cobra in early 1962, a new era of sports car racing dominance began in both America and Europe. Shelby American's engineers and hot-rodders in southern California took over and ruled the racetracks from the early to mid-1960s, culminating in the 1965 World Championship over arch-rival Ferrari. This 1963 Shelby Cobra CSX 2009 was prepped for the race circuit as a factory team car for Ford Motor Company. Its goal was to make its mark in the world of FIA/SCCA racing, and it exceeded expectations with numerous trips to the winners' circle.

CHAMPION 1965 SHELBY GT350-R MODEL

This 1965 Shelby GT350-R is one of 37 R models built and documented in the Shelby registry. The Ford Mustang first appeared in 1964 and was immediately popular for its style and capabilities. The base six-cylinder engine came in coupe, convertible and fast-back variations. However, sports car enthusiasts seeing incredible potential demanded more power. Ford turned to the national SCCA racing program, but their rules for sports cars required two seats. Ford turned to Carroll Shelby to help them qualify for

homologation requirements; 100 examples needed to be produced by January 1, 1965. The cars were ready to go by the due date, all painted in Wimbledon White with Guardsman Blue stripes. In 1965, a remarkable 562 Shelby GT350 models were created, with 36 designated for racing and given the code "R."



Shelby GT350-R #5R530 was ordered by Shelby American on March 18, 1965, initially assembled by Ford Motor Company on April 20; it was issued the work order number 17527 a month later on June 24.

Raced by purchaser Bratzo Vicich, the car was South American Class Champion during the late 1960s and Peruvian National Champion as late as 1973. A second South American owned the car and ran it actively until 1980. Returning to the US in 1984 in the care of George Stauffer, the car has had numerous American owners since and ran with the SportsCar Vintage Racing Association, with whom it has a permanent medalion (as it does with other well-known sanctioning bodies). Restored Kurt Vogt of Cobra Automotive and in a museum since then, the car remains in excellent condition and should always be a top-tier invitee to vintage race and concours events worldwide.

2007 GOODGUYS STREET ROD OF THE YEAR

This is an outstanding custom designed and fabricated Street Rod concept—a 1932 Ford "F-32" Roadster, the 2007 Goodguys Street Rod of the Year. The roadster took Barry's



Speed Shop in Corona CA three years to fabricate. The tires are about the only "off-the-shelf" components; every other part had to be specially designed and constructed. The deliberate theme of a contemporary version of the great mid-fifties classics was designed by Chris Brown and features the best in modern technology and new materials. It has an all-aluminum body, all-aluminum 590hp EFI Ford Cobra 427 Windsor, 5-speed Tremec and one-off front and rear suspension. This absolutely flawless piece of rolling art is now

considered by most enthusiasts to be the finest exhibited street rod anywhere.

1971 DODGE HEMI® CHALLENGER R/T

This original, numbers-matching 1971 Dodge Hemi Challenger R/T is one of just 58 4-speed cars and one of fewer than 12 factory shaker cars produced. In late 1970, as muscle-car sales began to evaporate, Chrysler released one final handful of factory Hemi cars. The 1971 Dodges are some of the most coveted collector cars ever built; fewer than 400 Hemi cars in total left the factory in that year, and of that only 72 were Hemi Challengers.

Although all Plymouth Hemi 'Cudas came with a factory shaker hood, Hemi Challengers did not. The shaker was an option on the Challenger, and very few were produced. In fact, out of the 72 Hemi Challengers from 1971, it is estimated that fewer than a dozen came from the factory with a shaker hood.

This particular Hemi Challenger R/T is a three-owner car, with a nut-and-bolt rotisserie restoration completed on just 5800 original miles, original matching-numbers motor and correct Hemi 4-speed tranny. Its fully docu-



mented history (by owner), fender tags, two original build sheets, factory warranty card and authentication by Mopar guru Galen Govier makes this one of the most significant Hemi E-bodies produced.

ALL RESERVE, ALL THE TIME

Russo and Steele feels that the integrity of "No Reserve" has been badly compromised within the hobby and no longer has value. Their philosophy is that quality consignments are the result of only two scenarios: either the owner previously paid a premium, or there has been a costly and laborious restoration. They feel that neither of these two will entice the highest caliber of automobiles to simply be sold at no reserve: "to the highest bidder—regardless of price." Russo and Steele says their decision on All Reserve selling has been well received by their clients. They believe it will result in the long term health of the hobby and maintain auction integrity.

MORE INFORMATION

Russo and Steele's three auctions each year include its signature auction in Scottsdale every January, Florida in spring, and Monterey in August. For more information, call 602-252-2697 or visit www.russoandsteele.com. ■

Barrett-Jackson

38th Annual Collector Car Auction Event

Sunday-Sunday, January 11-18, 2009

WestWorld - northeast of Frank Lloyd Wright Blvd. and AZ Loop 101 - Scottsdale

Barrett-Jackson's 38th Annual Collector Car Auction Event will feature a diverse mix of desirable collector vehicles. As always, SPEED will broadcast nearly 40 hours of live high-definition coverage of all six auction days (Tuesday-Sunday). Lifestyle attractions include luxury vendors, galas and fashion shows. Night-spot "The Garage" will be the site of exclusive gatherings throughout the event. Some 1000 collector vehicles and automobilia will be sold at the Barrett-Jackson auction, including:

FIRST PRODUCTION FORD THUNDERBIRD LOT NO. 1295: RAREST OF ALL BIRDS

One of the most significant American sports cars ever built, the first production Ford Thunderbird will be sold at No Reserve. The Raven Black 1955 T-Bird was produced by Ford on September 9, 1954, representing the birth of their sports car program. Penned by Ford's Frank Hershey, it was a hit with sports car fans and an instant competitor for the Corvette. This first T-Bird has a 292 Y-block engine, Fordomatic transmission, power steering, power windows and power seats. Such creature comforts gave the first T-Bird's debut real sizzle.

The car has been featured in numerous articles, including "Testing the Thunderbird" in the October 4, 1954 *Sports Illustrated*. It has been displayed across the US, from Ford headquarters in Dearborn to the 1984 Summer Olympics in LA.

"I've followed (this car) closely over the years," said Steve Davis, President of Barrett-Jackson. "First production vehicles have an appeal that no other car in their lineage can compete with, especially when they represent the beginning of one of the most legendary marques."

SYDNEY ALLARD'S PERSONAL STEYR-ALLARD RACER

LOT NO. 1304: AUTO PIONEER'S HILL CLIMB CHAMPIONSHIP RACER

Considered the most famous of all Allards, the 1947 Steyr-Allard racer owned by the legendary Sydney Allard captured victories worldwide and blazed a path followed by other American heroes. This is the most documented, race-winning and famous Allard of all time. Sydney Allard drove the Steyr-Allard in the British Hill Climb Championship for five years, finishing third in 1947, third in 1948, first in 1949, second in 1950 and third in 1951. The Allard held class and outright records at all hill

climb courses and sprint events it competed in during the period. Sold in 1952, this car competed in numerous races until the early 1960s.

"Sydney Allard is considered the first to combine a British chassis with an American or German V8 to create a car with outstanding reliability and power-to-weight ratio," said Davis. "This was the formula later followed by Briggs Cunningham and then Carroll Shelby, who also raced an Allard before going on to build the iconic Cobra. Some could argue that this championship Allard set the stage for some of the greatest sports cars in the world."

The car was built with altered production Allard J1 chassis rails fitted with tube and channel cross-members. Front suspension was the standard Allard Bellamy split axle but with the radius rods behind the axle and pivoting in line with the front axle pivot points.

With limited post-war engine choices, Allard chose a lightweight, air-cooled Austrian Steyr V8 used in WWII armored cars. He modified it



for competition, with the engine developing 150 horsepower at 4000 rpm and the finished car weighing only about 1600 pounds.

"It's been said that the car's layout was determined by having Sydney sit on a soapbox on the workshop floor," noted Davis. "They

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Barrett-Jackson (cont'd)

propped the V8 and gearbox on a wooden box to approximate the correct height, with broomsticks acting as axles for the front and rear



wheels to create the 100-inch wheelbase. The car's dimensions were then written in chalk on the factory concrete floor, and construction began, following the chalk outline."

In 1994, the car was fully dismantled for a six-year restoration back to 1949 Hill Climb championship-winning configuration, with coil sprung De Dion rear end, rear tubular shocks, rear inboard brakes with Alfin drums and rear-wheel drive. It is complete with documentation, spares and a unique Allard battery cart. Since restoration, it has competed regularly at hill climb events and won its competition class at the 2003 Goodwood Festival of Speed.

CUSTOM 1970 SUPERBIRD TRIBUTE

LOT NO. 1289: CHARITY AUCTION FOR THE DARRELL GWYNN FOUNDATION

This spectacular 1970 NASCAR Plymouth Road Runner Superbird tribute car was unveiled at the SEMA show in Las Vegas in November. The car will be sold at No Reserve for charity. All proceeds will benefit the Darrell Gwynn Foundation to prevent, provide for and ultimately cure spinal cord injuries and other debilitating illnesses.

"This car represents an amazing era," said Davis. "Someone will end up with a rare cus-

tom muscle car built to vintage NASCAR specifications by one of the premier shops in the world. From the 'all-business' engine to the distinctive lines, it's a salute to an era



when drivers like Richard Petty helped put NASCAR on the map."

The Superbird was built by YearOne in Braselton GA with Gillette Evernham Motorsports, Musclicar TV and former pro wrestler, actor and auto enthusiast Bill Goldberg. The car pays homage to the legendary muscle cars that dominated stock car racing in the late 1960s and early '70s. Period-correct NASCAR modifications include a raised transmission tunnel, rear springs moved inboard, a stout X-brace to tie the sub-frames together, wheel tubs and a generous radius of the wheel openings. A full roll cage and NASCAR-style bare bones interior round out the Superbird tribute.

While the body is all retro, the power is ultra-modern. with a NASCAR-spec 358cid Dodge engine from Gillette Evernham Motorsports that produces nearly 800 hp and a feather-weight Tex Racing 4-speed manual transmission feeding an 8 3/4-inch rear.

1965 DODGE CORONET A-990 HEMI RE-CREATION

LOT NO. 1288: This Bill Goldberg re-creation with a Who's Next 526cid/650hp Street Legend HEMI engine, #1 of 20 to be produced, was documented in *Mopar Muscle* magazine.

1963 CHEVROLET CORVETE Z06 COUPE

LOT NO. 1284: One of 199 built with the factory Z06 option. Numbers match except for correct '63 transmission. Powered by original L84 327/360hp Fuel Injected engine with the original FI unit. Full body and frame-off restoration.

1969 CHEVROLET CAMARO YENKO COPO COUPE

LOT NO. 1278: Of three Camaros personally sold by Don Yenko for use in NHRA Drag Racing, the only know survivor. Daytona Yellow with an automatic, power steering, Hurst shifter and black vinyl roof. A highly documented car with Don Yenko-signed Yenko Chevy paperwork.

2009 60TH ANNIVERSARY NASCAR MOTORCYCLE

LOT NO. 0706: Limited edition, officially licensed 2009 Special Construction 60th Anniversary NASCAR bike by Destination Daytona. #60 of 60, 110cid/108hp Screaming Eagle Twin Cam 110B engine. Benefits Victory Junction Gang through The NASCAR Foundation.

1951 STUDEBAKER 2 DOOR "SUPER SONIC"

LOT NO. 1247.2: This aircraft-inspired custom was Pixar Animation Studios Motormara Car of the Show. The car features a breathtaking interior, tube chassis and Corvette power.

2006 CHEVROLET NASCAR JEFF GORDON #24

LOT NO. 1274: Jeff Gordon #24 DuPont Chevrolet Monte Carlo with certified race-winning Hendrick Motorsports SB2 358cid V8 engine. 14 races with 2 wins, 4 Top Fives and 5 Top Ten finishes. To be sold on a Bill of Sale; proceeds benefit the Hendrick Marrow Program.

1959 PONTIAC CLUB DE MER RE-CREATION

LOT NO. 1287: This 2-door roadster by Marty Martino has fully functional 389 engine, automatic transmission, power steering and leather.

1956 CHEVROLET 210 PRO-STREET "EVH"

LOT NO. 1259: This Eddie Van Halen collection Pro-street Hot Rod by Jim Van Gordon features a 454cid/600hp big block Chevrolet with an automatic, 9" Ford rear with 4.30 gears, 4-link coilover suspension, disc brakes, racing gauges and a custom interior.

Barrett-Jackson gets started with Family Value Day on Sunday, January 11, then Preview Day on Monday, and auctions starting on Tuesday (automobilia at 11am, vehicles 2pm). Wednesday-Sunday, automobilia begins 10am, vehicles 11am. Tickets pre-January 2 range from \$12 (adult) Sunday or Monday, to auction day tickets ranging from \$18 Tuesday through \$43 Saturday. Discounted prices for evenings and for seniors, students, military and children. All-week pass is \$120 (\$100 senior/student/military). Prices beyond January 2 were not published as we went to press. For tickets online or more info, visit www.barrett-jackson.com. ■

Gooding & Company

2nd Annual Scottsdale Auction

Saturday, January 17, 2009 (Preview Thursday-Saturday, January 15-17, 2009)
Adjacent to the west end of Fashion Square - Camelback Road and 68th Street - Scottsdale

Gooding & Company, the official auction house of the Pebble Beach Concours d'Élegance (see *Arizona Driver*, November/December 2008), is offering a prime selection of rare and exceptional automobiles at its second annual auction in Scottsdale on January 17. More than 70 cars are anticipated to cross the auction block.

"We are pleased to offer automobiles for many levels of collectors, with values under \$100,000 and over \$3 million. We want to fill the void in the auction market place with a broader range of vehicles of the highest quality in their categories," said David Gooding, President and CEO of Gooding & Company.

1932 DAIMLER DOUBLE SIX SPORT SALOON

This spectacular 1932 Daimler Double Six 40/50 Sport Saloon is one of the era's most complex, expensive and exotic luxury cars. It boasts some of the most impressive technical specifications, details and dramatic proportions of any car built in the 1930s. Bodied by Martin Walker, it features a complex and beautiful 6.5 liter sleeve-valve 12-cylinder engine, advanced gearbox and massive chrome wire wheels. All Double Sixes were custom-built, but this car is distinguished by a wheelbase exceeding four meters (13 feet), making it the largest of the 26 Double Sixes. Comprehensively restored and with its illustrious history, it was awarded the coveted "Best of Show" award in 1999 at the prestigious Pebble Beach Concours d'Élegance.

1937 TALBOT LAGO TEARDROP COUPE

The 1937 Talbot Lago T150 C SS Teardrop Coupe was owned by iconic American industri-

A peek inside the Van Kregten garage shows the 1953 Allard J2X and 1960 Ferrari 250 GT SWB California Spider. Also among the Van Kregten Estate treasures are a 1937 Talbot Lago Teardrop Coupe, a 1933 Isotta Fraschini 8A Dual Cowl Sports Tourer, a 1955 Vincent Rapide and a 1937 Harley-Davidson. Shown below is the stunning 1932 Daimler Double Six Sport Saloon. Photos by Pawel Litwinski © 2008, Courtesy of Gooding & Company.

al designer and automotive enthusiast Brooks Stevens. Combining avant-garde French coachbuilding with Talbot's racing pedigree, Figoni & Falaschi created a "rolling sculpture," exemplifying European passion for speed, power and technological innovation. This particular car boasts an unmatched provenance, unquestioned originality and a competition history. So brilliantly designed, the car prompted famed automotive designer Strother MacMinn to say, "The Talbot Teardrop Coupe represents what may be one of the finest examples of assembled form applied to the automobile."

1933 ISOTTA FRASCHINI 8A DUAL COWL

This 1933 Isotta Fraschini 8A Dual Cowl Sports Tourer is an extravagant coachbuilt Italian automobile from the Classic era. An opulent and very rakish open car, it made its debut at the 1933 Paris Auto Show before being sold to American comedian Joe Penner. This stunning car was later featured in the 1956 film *Giant*, starring James Dean and Elizabeth Taylor. The car has since been included in the renowned Otis Chandler collection, among other esteemed collections.

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THE VAN KREGTEN ESTATE

The recently uncovered Van Kregten Estate is a nearly unknown collection of exceptional, automobiles and motorcycles. More than 20 cars from the Estate will cross the Gooding & Company auction block, along with eight of the most internationally recognized motorcycles.

"Coming upon this collection was akin to finding buried treasure; it is truly a jaw-dropping group," said Gooding.

Ron Van Kregten began his collection in the early 1970s. With a passion for cars and motorcycles, he was also an avid collector of aircraft, including the P-51 Mustang, Steerman Bi-Plane and Howard Hughes' Sikorsky S-43 flying boat. From humble beginnings as a gas station attendant, Van Kregten went on to start a successful automotive trade school. His interest in mechanics, unique character, and respect for history are reflected in his collection, never before publicly viewed in its entirety.

The star of the Van Kregten Estate is a 1960 Ferrari 250 GT Short Wheelbase California Spider. This Italian sports car par excellence is one of only 54 Short Wheelbases and one of only a handful fitted with coveted covered headlights from the factory. Exceedingly original, it is believed to retain its original interior and is complete with factory hard-top.

Another stunning Ferrari from the collection is a 1961 Ferrari 250 GT Pininfarina Cabriolet, the most expensive Ferrari model produced at the time, and the premier gentleman's open GT car of the early 1960s. It is very original and one of only 200 built.

A 1964 AC 289 Cobra, in a rare combination of Princess Blue with red interior, was originally delivered to a Ford executive before joining the collection in the 1970s. Also set for auction is a 1953 Allard J2X, a rare 1950s British sports car with a high-horsepower, top-of-the-line Cadillac engine. The collection also includes a 1937 Cord 812 SC Phaeton, one of the few supercharged models built. Motorcycles include three great British bikes: a 1959 Ariel 1,000 CC Square Four, a 1952 Vincent Black Shadow and a 1955 Vincent Rapide with Sidecar, and three classic Americans: a 1939 Harley Davidson, a 1939 Indian with Sidecar and a 1953 Indian Chief "80."

SCHEDULE AND INFORMATION

Gooding & Company auction preview days are Thursday and Friday, January 15-16, from 9am to 6pm, and Saturday from 8:30-10:30am, at 68th Street and East Camelback Road adjoining Scottsdale Fashion Square. The auction starts at 11am Saturday. An auction catalog for \$75 admits two to the viewing and auction. General admission to the viewing and auction can be purchased at the tent for \$30 per person. For information, call 310-899-1960 or visit www.goodingco.com. ■

RM Auctions
10th Annual Automobiles of Arizona

Friday, January 16, 2009 (Preview Thursday, January 15, 2009)
Arizona Biltmore Resort and Spa - east of 24th Street and Missouri, north of Camelback Road - Phoenix

RM Auctions celebrates a decade in Phoenix in January with their 10th anniversary Automobiles of Arizona event. The event kicks off RM's 2009 season in grand style, as over 100 magnificent motor cars and motorcycles cross the block before an international audience.

1963 CORVETTE GRAND SPORT ROADSTER

One notable consignment is a rare and highly desirable 1963 Chevrolet Corvette Grand Sport (chassis no. 002, shown above), considered to



be the most important Corvette ever to come to market and perhaps the most valuable American-built automobiles ever produced. As GM's answer to Ford's Shelby Cobra, the Grand Sport reached mythical proportions by taking on other fierce competitors such as the Ferrari GTO, Ford GT40 and the Chaparrals.

Envisioned by "father of the Corvette" Zora Arkus-Duntov, these top secret hand-built race cars were designed to win at FIA endurance races and ultimately the 24 Hours of Le Mans. Only five Grand Sports cars were eventually built, out of an expected 120 car run, before GM management pulled the plug on all its competition activities in early 1964. The cars miraculously escaped the head office order to be destroyed and found their way into the hands of private racers.

Starting out as a coupe, #002 was converted into a roadster, making it the lightest and fastest Grand Sport of all. Aluminum was used extensively. Combined with a lightweight tube frame and special ultra-thin fiberglass body, the Grand Sport tipped the scales at under 2000 pounds—1100 pounds less than production Corvettes. Grand Sport #002 has its original unrestored race body. Other than its simi-



larity with the new Sting Ray body style for 1963, there was nothing underneath its skin that bore any resemblance to its assembly line cousins. Most significant was its full-race aluminum 377 cubic inch engine that kicked out over 550 hp.

Veteran racer George Wintersteen delivered impressive results in chassis #002 in the 1966 US Road Racing Championship at Bridgehampton, Watkins Glen and Mosport. In the book *Corvette-Grand Sport* by Dave Friedman, former owner of Grand Sport #001 and #002 Roger Penske is quoted as saying "when you really stood on the gas, the front end would come off the ground like a dragster." When passed by a Grand Sport, A.J. Foyt said "It went by me like I was stopped!"

RARE STARS: 1950S SHOW CARS

There are very few survivors among early concept cars, as most were destroyed by their manufacturers to keep them from competitors. Luckily, a few passionate auto enthusiasts and employees spared the fate of a handful of one-off milestones. Two rare examples are being offered for the first time by RM.

The 1954 Dodge Firearrow III Sport Concept (above) was Chrysler's response to the Ford Thunderbird, known to be on the drawing

board, and to the already released 1953 Corvette. The third in a series of four Firearrow concepts, this car skillfully blended the best ideas from Europe and the American design studios of Virgil Exner, and brought a new kind of beauty with a look of poised power.

Introduced at the 1954 Detroit Automobile Show, the Firearrow III was Chrysler's main attraction at all the major shows that year. Unlike other concepts, this was built to "show and go," thanks to superb engineering and its legendary Hemi engine. Fully operational, it includes windows that roll up and down, 15" chromed wire wheels, and fully functional



quadruple exhaust pipes on the rear fenders.

The Firearrow III is the only 1950s concept car to break a major speed record, when famous racer and aviatrix Betty Skelton hit a Closed-Course USAC record of 143.44 mph at the dedication of Chrysler's new Chelsea Proving Grounds in Michigan in 1954. The car was discovered in a suburb of Paris in 1988, restored to show condition in the early 1990s and has since been shown at most major automotive museums in the US. It is offered for the first time in over 20 years.

Differing from Chrysler's idea cars, in that it was built without the backing of a corporation or sponsor, is the 1950 Saturn "Bob Hope Special" (shown below) A one-off early sports custom built at a reported cost of \$12,000 by the father-and-son team of Lloyd, Don and Bob Templeton, this was the most famous and

most published custom-bodied car in the US between 1950 and 1953. Built on a modified Mercury chassis, this unique custom features completely handmade steel coachwork, three-speed transmission, two-speed Columbia rear end and a full race Mercury flathead engine. With a seven-and-a-half-foot-long front hood and a dashboard resembling an airplane cockpit with 32 different instruments and controls, the car's unique styling derived from a variety of different marques.

Legend indicates it was on the auto show circuit that this car caught the attention of one of popular American entertainer Bob Hope. Reportedly there was discussion about using the car in one of Hope's movies, which saw it sent to Hollywood under his care. The movie didn't pan out, but Hope fell in love with the car and was often seen driving the Saturn around Hollywood. The car's sale will be accompanied by the original Templeton sketch as well as original articles and period magazines featuring the car, including pictures of Bob Hope with the car.

OTHER HIGHLIGHTS AND INFO

The auction also presents an elegant 1937 Bugatti Atalante Type 57 SC (grille shown at right), recognized the world over for its union of styling, engineering and sophistication, a unique 1914 Rolls-Royce Silver Ghost Boattail Skiff, one of the most instantly recognizable of all Rolls-Royces, a 1950 Hudson Commodore Convertible owned by Steve McQueen, and an elegant 1937 Delage D8-120 Aerosport Coupe, the only known survivor of ten.

RM's Automobiles of Arizona is held January 16 at the Biltmore. An auction preview is held January 15. Admission is by catalog only, good for the catalog holder and a guest. The full-color collectible catalog is \$100 (plus shipping) at 800-211-4371 or www.rmauctions.com. ■

