

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

VOLUME 9 NUMBER 1
JANUARY-FEBRUARY 2010

AUCTIONS

BARRETT-JACKSON
GOODING & COMPANY
RM AUCTIONS
RUSSO AND STEELE

PLUS...

GOODGUYS ROD & CUSTOM NATIONALS
LUCAS SUPERCLEAN MODIFIEDS
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GREAT SW SCOOTER FIESTA
MERCEDES-BENZ E-CLASS
JAGUAR XF PREMIUM
FORD TAURUS SEL
LEXUS HS 250h
LEXUS IS 350C
AND MORE...

Barrett-Jackson

39th Annual Collector Car Auction Event

Monday-Sunday, January 18-24, 2010

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

Barrett-Jackson—the granddaddy of Arizona auctions, boasting the longest and most comprehensive schedule, from the auctions themselves, to automobilia and rock paraphernalia sessions, lifestyle activities, and a midway of vendors and food choices galore—gets started with Ford Family Value Day benefitting Cox Charities, then continues with several days of auctions, with the full event lasting a week. During full auction days, bidding begins with automobilia, with vehicle bidding immediately following.

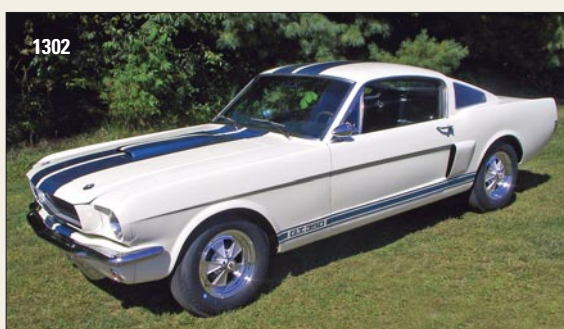
EXPANDED WEBSITE AND SOCIAL MEDIA: Barrett-Jackson is giving fans more opportunity to follow the event with a variety of newly expanded website features and social media applications, available at www.barrett-jackson.com. The website logs more than 45 million page views by more than 3.5 million visitors annually, and in response, the company has made the site more user-friendly and social-media-savvy. Barrett-Jackson CEO and Chairman Craig Jackson says, “I put us on the web in 1994—which was pretty far ahead of the curve—and had internet bidding available by 1997. We want users to be able to take the auction experience with them anywhere, and my goal is to provide as much opportunity for fans to stay informed and excited at all times.” The newly revamped “Community” section has links to the company’s Facebook, Twitter and LinkedIn pages, video sharing site Hulu and an official YouTube channel. The site now offers user forums and an interactive application called “My Garage,” where anyone can create a virtual garage full of their personal dream cars offered at Barrett-Jackson events. IN addition, SPEED will broadcast nearly 40 hours of live, high-definition coverage of all six auction days

ORIGINAL 1963 SHELBY COBRA

LOT NO. 1303: Original 289 Shelby Cobra CSX2091 headlines a docket of cars slated to be sold at No Reserve. Experts at the Shelby American Automobile Club report that CSX2091 is one of only 453 total street versions of the 289 Cobra that were built. The SAAC registry shows Shelby American shipped CSX2091 on June 11, 1963, to Burton Motors of Sacramento CA. The roadster was restored in 1991 to its original black exterior with red interior and wire wheels; it is one of 13 made in this combination. The Cobra features its original 271 horsepower engine, four-speed transmission, worm-and-sector steering, suspension and aluminum body. Steve Davis, president of Barrett-Jackson, says “CSX2091 Cobra remains in excellent condition with only 29,687 miles on its odometer. And since original Cobras usually qualify for historic events, it can also be driven on rallies and in other high profile events.”

FIRST PRODUCTION 1966 GT350

LOT NO. 1302: Also at No Reserve is 1966 Shelby GT350, SFM6S002, the very first 1966 production Shelby built and the first of 252



“carryover” cars. The first serial numbered ‘66 Shelby SFM6S001 was a standard ‘65 Mustang pulled from the assembly line and modified as a prototype for production 1966 Shelys. SFM6S002 just received a complete ground up restoration to its original Wimbledon White with Guardsman Blue Le Mans stripes by Cobra Automotive of Wallingford, Connecticut. No expense was spared in the restoration back to its original state with many original date-coded parts.

The car is powered by a fully rebuilt 289 HiPo V8 and backed by the correct T-10M Aluminum four-speed transmission. It is equipped with a Holley 715 CFM carb, 3:89 Detroit locker rear, original dash-mounted tach, wood grain steering wheel, original rear-seat-delete package shelf and Shelby Cragar 15” wheels mounted with Goodyear Bluedot tires. Listed in the SAAC Registry, SFM6S002 has its original Shelby owner’s manual, supplement and authentication. The car has a tremendous racing history. Shortly after the second owner acquired the car, it was extensively raced at Road America, Black Hawk Farms, Grattan, Mid-Ohio, Road Atlanta and Watkins Glen. Its “Number One” production status and its racing pedigree make this a historically significant Shelby.

LONE FULLY RESTORED 1929 HAMILTON METALPLANE H-47 IN EXISTENCE

LOT NO. 1307: One of the rarest and most beautifully restored classic aircraft in the world, a 1929 Hamilton Metalplane H-47 (serial No. 65), will be sold at No Reserve. The historic Metalplane was number 22 of only 29 built and is the only airworthy example of its type in existence. The Metalplane was originally sold in 1929 by the Hamilton Division of Boeing Aircraft to the Canadian Forestry Service. Following ownership by operators in Washington and Alaska, it was brought to St. Paul MN in 1954 by Northwest Airlines pilot Harry McKee. There, Northwest Airlines’ “20 Year Club” began restoring the Metalplane, but stopped the job after only four months. The project was abandoned for several years until Jack Lysdale, aviation expert and FBO at Fleming Field Airport in South St. Paul, purchased the aircraft and embarked on a full restoration to original specifications in 1972. Many parts had to be fabricated from scratch, including the seats, nose cowlings, firewall, fuel and oil tanks, controls and electrical systems. The Metalplane was reskinned with specially manufactured corrugated aluminum rolled from original dies by the Alcoa Company. The engine is a massive Pratt and Whitney Hornet R-1690 with 525 horsepower at 1900 rpm. The aircraft’s impeccable restoration earned it the prestigious Grand

Champion trophy at the Antique Airplane Association National Convention in 1975, as well as the Silver Age Champion award at Oshkosh in 1976. The Hamilton Metalplane will remain in St. Paul while it is being auctioned live in Scottsdale. A video of its history and restoration will be shown to auction attendees and those watching live on SPEED.

1959 AUSTIN-HEALEY BUGEYE SPRITE ROADSTER

LOT NO. 619: This car raced F/E production class in HSR West and VARA racing clubs from 2000 to 2006. Race-ready with 1275cc Austin-Healey engine with full racing cam, balanced and lighted crankshaft, aluminum head, custom headers, 45 DCOE Weber carb, straight cut gear box with lighted flywheel and clutch, disc brakes, dual coil system, oil cooler with quick change filter adaptor, racing fuel cell, fire system, rollbar, fiberglass bonnet, racing mirrors, Carabu racing seat, Mini Lite wheels and racing tires. Not street legal.

1969 AMERICAN MOTORS AMX 2 DOOR COUPE

LOT NO. 364.1: This hard-to-find 4-speed, 390 cu.in. AMX comes with its original installed matching-numbers engine, the largest available in 1969, plus 4-speed manual and rare factory side pipes. The original trim tag is in excellent condition, never removed. The AMX was a limited-production car built for three years. It was named “Best Engineered Car of the Year” in 1969 by the Society of Automotive Engineers, partly for its industry-first one-piece inject-molded safety dashboard.

2002 ASVE DWARF-LEGENDS RACE CAR

LOT NO. 3: Legends Race Car converted to street-legal roadster with lights, signals, wipers and horn. Yamaha FJ1200 and 5-speed manual. This unique award-winner is an attention-getting kids magnet. An ex-racecar, it’s now perfect for business promotion or as a grocery-getter—fun, easy to park, handles like a slot car and is really fast. Titled as a 2002 ASVE.

1971 VOLVO P1800 COUPE

LOT NO. 15.1: This 1971 Volvo P1800 coupe comes in white with black leather interior. The 1.8-liter 4-cylinder engine has been recently rebuilt. The drivetrain includes a 4-speed manual with 2-speed electric overdrive differential.

1954 FORD F-100 PICKUP

LOT NO. 378: This truck has just had a two-and-a-half-year restoration with no expense spared. This showroom black beauty has an awesome undercarriage and engine compartment with a “cost clipper” 6-cylinder engine. It features beautiful two-stage black paint, base coat clear coat, four brand new tires, new oak bed, working heater and—the crowning jewel—a deluxe chrome grille. Included is a 1954 Ford Truck Illustrated Facts and Features Manual.



1968 CHEVROLET CAMARO CUSTOM

LOT NO. 1547: Complete frame-off restoration. Factory Lemans Blue paint, Ermine White stripes. Mild-built Vortech 350 with Vintage Air. Performance pulley setup, factory speedo and gas gauge, factory tilt steering and console, aftermarket gauges. New gas tank, Holley electric fuel pump. All external lights, emblems and lenses are new. Sony AM/FM/CD.

1970 FORD MUSTANG BOSS 302 FASTBACK

LOT NO. 1232: This Calypso Coral Boss 302 just finished a complete nut and bolt rotisserie restoration. At the Mustang Club of America’s National Event in July, it received the highest ranking of Gold in the Concours Division. Boss 302 engine, close-ratio 4-speed transmission, smog system and factory markings. Options include Shaker hood, power steering, Magnum 500 wheels with Goodyear Polyglas tires, 3.91 Traction-Lok differential, rear spoiler and slats, console and clock. Deluxe Marti Report, window sticker and Eminger invoice.

1952 ROLLS-ROYCE SILVER WRAITH SALOON

LOT NO. 934.1: This 1952 Silver Wraith with 4-door Saloon coachwork by Park Ward—an innovative design first shown by Park Ward at the 1949 Earls Court Show—is powered by a 4,566cc (279 cu.in.) engine. 121 were built, accounting for well over a third of Park Ward’s total production of 331 on the Silver Wraith

short wheelbase chassis. Its design benefits from the long sweeping teardrop front fenders which extend back to similar but shorter teardrop rear fenders with rear wheel skirts. Built-in Silver Dawn-style headlights, 6 side windows, sloping beltline and roofline joining into a steeply sloped rear deck make this design one of the most modern and attractive on the Silver Wraith. Finished in two shades of blue with red coachlines and matching new blue leather upholstery and Wilton carpets, this righthand drive Rolls-Royce has a 4-speed manual transmission, single center driving light, folding tables in the rear compartment, a modern Alpine stereo and air conditioning to ensure its usability in all climates and conditions. It has been thoughtfully restored and is an excellent driving automobile.

TICKETS AND INFORMATION

Tickets are available with early-purchase discounts, or during the event by individual day, multi-day or full-week pass. Discounted prices for evenings and for seniors, students, military and children. Barrett-Jackson hosts annual auctions in Scottsdale in January, Palm Beach FL in spring, a new event in Orange County to be held in late June or early July, and Las Vegas in October. For tickets or schedule info, visit www.barrett-jackson.com.

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Gooding & Company

3rd Annual Scottsdale Auction

Saturday, January 23, 2010 - (Preview Thurs-Sat, Jan 21-23)

West end of Fashion Square - Camelback Road and 68th Street - Scottsdale

Gooding & Company is presenting five exceptional European collector cars for sale at its Scottsdale Auction this January, each bestowed with a distinctive pedigree. Following the success of last year's Scottsdale event, where Gooding & Company sold the highest-priced car of the week—a 1960 Ferrari 250 GT SWB California Spider for \$4.95 million—they are looking to recreate the magic for 2010. Gooding & Company auction preview days are Thursday-Friday, January 21-23, from 9am to 6pm, and Saturday from 8:30-11am. The auction starts at 11am Saturday.



(Above) 1956 Jaguar D-Type Sports Racer. (Right, top to bottom) 1959 Ferrari 250 GT, 1956 Maserati A6G/54, 1931 Alfa Romeo 6C 1750, 1934 Hispano-Suiza J-12 T68.

FEATURED EUROPEANS

1956 JAGUAR D-TYPE SPORTS RACER

Chassis XKD528 began its racing career in 1956 with driver Pearce "Pete" Woods at popular racing events throughout California. A podium finisher at Santa Barbara, Bakersfield, Palm Springs, Riverside, Paramount Ranch and Pomona, XKD528 retired to street car status in 1964. Since then, it has been featured in countless magazine articles and proudly rallied in the Colorado Grand, Terry Larsen's C & D-Type Rally, and the Copperstate 1000. Following a recent comprehensive restoration, the Sports Racer is offered for sale in its original cream over blue. "According to Jaguar historian Andrew Whyte, this Jaguar D-Type Sports Racer's victory at the Pomona Six-Hour Enduro in 1958 is widely considered the last big win for a D-Type in the US," says David Gooding, founder and president of Gooding & Company.

1959 FERRARI 250 GT SERIES 1 CABRIOLET

Defined by a number of superlatives, this may be best known as one of only 40 Series 1 Pinin Farina Cabriolets ever built, the last car of its kind to wear the famous covered headlights. Upon its completion, the car was immediately shipped to the United States to be proudly displayed on Ferrari's New York

Auto Show stand. After the show, the car was first delivered to racing team owner and loyal Ferrari client, Bob McKelvy. Gooding & Company expects this Ferrari to be a bright star in Arizona this January, the first Series 1 Cabriolet presented at auction in many years.

1956 MASERATI A6G/54 BERLINETTA WITH COACHWORK BY ALLEMANO

Per original documentation, this Maserati was originally owned by Giulio Dubbini of Padua, Italy, a renowned collector of significant Italian racing cars. One of only 15 examples of Allemano-bodied Maseratis built in 1956, this rare gran turismo retains most of its original components, including its Verde Suro (Mackerel Green) livery, original coachwork and matching-numbers engine. The A6G/54 is estimated to sell for \$375,000-450,000.

1932 ALFA ROMEO 6C 1750 SERIES V GRAN SPORT WITH COACHWORK BY ZAGATO

Formerly the property of Alfa Romeo enthusiast Ralph Stein, this fifth-series Gran Sport is a comprehensively-documented touring car that has participated in some of world's most renowned events including the Mille Miglia Storica, Colorado Grand Rally, Pebble Beach Concours d'Elegance, and Laguna Seca's



Photos: Pawel Litwinski © 2009 courtesy of Gooding & Company

Monterey Historic Races. It is offered for sale with accompanying reports from experts Angela Cherrett and John Boer, FIVA paperwork, original bumper and engine components, and an extensive file of receipts from Jim Stokes' comprehensive mechanical work including the build of a Vittorio Jana-designed, supercharged twin-cam engine. "From the moment we climbed into the car and slid into the low bench seat, it was apparent that the Alfa was a true driver's car," says Gooding.

1934 HISPANO-SUIZA J-12 T68 CABRIOLET WITH COACHWORK BY SAOUTCHIK

One of only nine original-bodied open J-12s in existence and also one of the most attractive, this Hispano-Suiza gained fame in the popular 1979 James Bond film *Moonraker*, starring Roger Moore. This car is one of only 120 twelve-cylinder models ever built and with a massive engine displacement of nearly 9.5 liters, it has been enjoyed by its owner for thirty years. During this time together, the owner toured numerous Hispano-Suiza rallies around the world, as well as CCCA CARavans and the Colorado Grand. One of the most coveted of all classics ever built, this car is eligible to be shown at every major classic car event in the world.



(Above) 1953 Buick Skylark convertible. (Right, top to bottom) 1953 Cadillac Eldorado, 1965 Shelby 427 S/C Cobra, 1953 Oldsmobile Fiesta, 1947 Ford Super Deluxe Sportsman Convertible, 1959 Jaguar Costin Lister.

FEATURED AMERICANS

1965 SHELBY 427 S/C COBRA

Chassis No. CSX 3021, this is the first of 29 427 S/C Cobras built by Shelby American. This highly original example has just 3800 miles from new and is the only 427 S/C in the hands of its original owner. It is one of only two Cobras finished in Hertz Gold, comes with extraordinary original documentation and will be the centerpiece of any Shelby collection. This rare Shelby Cobra is estimated to sell for \$1,800,000-2,500,000.

1962 SHELBY 260 FACTORY COMPETITION COBRA

Chassis No. CSX 2026, this is the Dave MacDonald, Bob Johnson 1963 SCCA A-Production National Champion, the first Cobra to win a race and a championship, and the last of only four factory 260 Competition Cobras. With a known history, exceptional provenance and retaining numerous rare original features, this Cobra has been featured in countless books, advertisements and articles. One of the most significant Competition Cobras, it is being offered for sale with a multiple-award-winning Rand Bailey restoration.

1947 FORD SUPER DELUXE SPORTSMAN CONVERTIBLE

The first wood-bodied convertible ever produced, the Ford Sportsman evolved on the whim of company president Henry Ford II. Chassis No. 2799A1974216 is one of fewer than 100 examples known to exist and has had an impressive restoration. A Certified Milestone Car, this Ford woodie convertible is estimated to sell at \$225,000-275,000.

THE 1953 "TRIPLE CROWN"

1953 CADILLAC ELDORADO CONVERTIBLE

This fully-loaded American icon, chassis No. 536217781, is one of only 532 built. The rarely seen white over red color combination

has had a nicely maintained professional restoration. Its 331 cu.in. OHV V8 with 4-barrel carburetor generates 210 hp, fed through a 3-speed Hydra-Matic transmission. The car features 4-wheel power-assisted hydraulic drum brakes, independent coil-spring front suspension and a live rear axle with semi-elliptical leaf springs. This beautiful Eldorado is estimated to sell at \$250,000-300,000.

1953 BUICK ROADMASTER MODEL 76X SKYLARK CONVERTIBLE

This top-of-the-line convertible, a featured centerfold in *The Buick: A Complete History*, has had an immaculate restoration to factory-fresh condition. A longtime southern California car, it is one of only 1,690 examples ever produced. Its 322 cu.in. OHV Nailhead V8 produces 170 hp. The Buick features a twin-turbine Dynaflo automatic, 4-wheel hydraulic drum brakes, independent front suspension and a live rear axle with elliptical leaf springs. This Buick is estimated to sell at \$200,000-250,000.

1953 OLDSMOBILE FIESTA CONVERTIBLE

This Olds was a one-owner car through the 1980s. It has a beautifully maintained award-winning restoration and a recently refreshed interior. This is one of only about 30 surviving Fiestas and an ultra-exclusive Oldsmobile. Its 303 cu.in. OHV Rocket V8 with Rochester 4-barrel has an output of 170 hp. The car has a 4-speed automatic, 4-wheel hydraulic drum brakes, independent coil-spring front suspension and a live rear axle with semi-elliptical leaf springs. This Oldsmobile will be sold with no reserve, estimated at \$175,000-225,000.

A FEW MORE SIGNIFICANT CONSIGNMENTS

1959 JAGUAR COSTIN LISTER

This is one of only two successfully built with Jaguar engines. A racing car, formerly driven by Sir Stirling Moss himself.



1930 DUESENBERG MODEL J CONVERTIBLE BERLINE

Estimated between \$700,000-900,000.

1931 CADILLAC 452A V-16 SPORT PHAETON

Estimated between \$425,000-525,000.

1932 BUICK SERIES 90 TOWN CAR

Coachwork by Murphy (commissioned by the great businessman Charles Howard for his daughter-in-law, Anita Zabala Howard).

FOR MORE INFORMATION

An auction catalog for \$75 admits two to the viewing and auction. General admission can be purchased at the tent for \$30 per person. For information, call 310-899-1960 or visit www.goodingco.com. For up-to-the-minute information, follow the auction on Twitter at twitter.com/goodingcompany or Facebook at facebook.com/GoodingCompany. ■

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RM Auctions

11th Annual Automobiles of Arizona

Thursday-Friday, January 21-22, 2010 - (Preview Thursday-Friday)
Arizona Biltmore Resort and Spa - northeast of 24th St and Camelback - Phoenix

RM Auctions kicks off its 2010 season again in Phoenix, as they return for the 11th consecutive season of Automobiles of Arizona at the luxurious Arizona Biltmore Resort & Spa. Over the past decade, the Arizona auction has been witness to the sale of some of the world's most desirable and historically significant cars, commanding strong prices and attracting buyers and sellers from around the world. Top sellers since the event's inception in 1999 include:

- | | |
|--|---|
| 1. 1937 Mercedes-Benz 540K Spcl Rdstr.....\$3,630,000 (2002) | 6. 1971 Plymouth Hemi 'Cuda.....\$2,420,000 (2007) |
| 2. 1934 Packard Twelve Runabout.....\$3,190,000 (2006) | 7. 1965 Aston Martin DB5 Coupe.....\$2,090,000 (2006) |
| 3. 1937/40 Duesenberg Model SJ.....\$2,805,000 (2007) | 8. 1936 Mercedes-Benz 540K Spcl Cabrit.....\$2,035,000 (2008) |
| 4. 1934 Duesenberg J Walker LaGrande CC \$2,750,000 (2005) | 9. 1934 Packard Twelve Coupe.....\$2,035,000 (2008) |
| 5. 1962 Aston Martin DB4 GT "Zagato".....\$2,695,000 (2005) | 10. 1955 Maserati 300 S.....\$1,925,000 (2006) |

RM is extending this year's event to two days with the addition of a Thursday evening sale devoted solely to British marques. The balance of the auction continues on Friday, with some 160 automobiles set to cross the block over the two days.

THURSDAY: THE BRITISH ARE COMING!

RM will present an evening auction—for the first time—on Thursday, January 21. A preview is held from 9am to 4pm, followed by "The British are Coming!," starting at 6pm, offering great British marques including Aston Martin, AC, Austin Healey, and Allard, just to name the "As," many without reserve.

1963 Aston Martin DB4 GT: Headlining the list of early consignments for "The British are Coming!" event is an extremely rare left-hand-drive 1963 Aston Martin DB4 GT (shown below), chassis number 0175/L. Well-known in Aston Martin circles, 0175/L was the last GT to be built and sold by Aston Martin's Newport Pagnell Factory, and is one of only six GTs known to have full Factory Lightweight construction details. Delivered new to Switzerland, 0175/L went on to spend

time in both Lebanon and Holland early in life before eventually making its way to the US in 1976. It was actively campaigned at numerous historic events in the 1980s, before undergoing a full restoration in the mid-'90s—the quality of work well proven by multiple first place finishes at Lime Rock, Road Atlanta, Watkins Glen and Laguna Seca in the following years. Eligible for the world's best historic driving events, the car's offering in Arizona is already attracting considerable attention from serious collectors worldwide.

Additional Brits: Other notable entries for "The British are Coming!" include an exceptionally restored Aston Martin DB5 and a matched pair of Aston Martin DB MKIIIs (one saloon and one DHC). Also on offer are three AC sports cars: an AC Bristol Roadster, an AC Ace Roadster and an AC Aceca Bristol.

FRIDAY: SHELBY COBRA 427 "FLIP-TOP"

The one-of-a-kind 1964 Shelby Cobra 427 Prototype "Flip-Top," s/n CSX 2196 (shown below), was nicknamed for its unique clamshell construction. Its design, build, development and racing were spearheaded by legendary race driver Ken Miles. After months of testing and modifications, 2196 became the only prototype produced for the famed 427 Cobras that followed. It was raced in period at Riverside, Sebring and Nassau.

Over the years, 2196 has competed in many of the world's historic races, including Laguna Seca, the Monterey Historics and the Goodwood Festival of Speed. Today, the well-documented Flip-Top sports its original livery of Guardsman Blue with white stripes and black interior, and is unquestionably one of the most desirable Shelby Cobras ever built.

FRIDAY: HISTORIC DETROIT CONCEPT CARS

On Friday, RM will shine the spotlight on a unique range of concept cars from Detroit's automakers, including one pre-war car, four post-war era cars from the 1950s (shown at right), plus a modern '90s example, including:

1941 Chrysler Thunderbolt: The 1941 Chrysler Thunderbolt concept car by LeBaron (s/n 7807943), is one of five originally built and four in existence. (One was shown at the outstanding Curves of Steel exhibit at the Phoenix Art Museum: see our May/June 2007 issue online). The full-envelope body with concealed headlights, fully retractable disappearing hardtop, push-button starter and backlit Lucite gauges make the Chrysler Thunderbolt one of the most significant concepts of its time. This multi-award-winning car with unique contrasting green and copper exterior is fully restored and has enjoyed considerable success as a

show car, including at the famed Amelia Island Concours d'Elegance last year.

1954 Mercury XM-800 Dream Car: Introduced at the 1954 Detroit Auto Show, the XM-800 was designed by the Mercury pre-production studio to promote a second Mercury car line which could compete with Buick, Pontiac and Oldsmobile. Though it was never put into production, it became one of the most popular concept cars of the time. Dramatic and futuristic, it is a bold one-off design statement that has since been fully restored.

1958 Cadillac Eldorado "Raindrop" Dream Car: In total, five Cadillac Eldorado convertibles were pulled off the assembly line and specially modified for Cadillac's Dream Cars series, under the forward-thinking direction of Harley Earl. Four examples—including this one—toured the show circuit on a limited basis. This car received its name from a special rain-activated convertible top programmed by electronic sensors to snap into action the moment a drop of rain was detected, automatically lifting the three-piece boot cover and raising the roof to its full, snug-fitting position. Equipped with special bucket seats, console and many other modifications, this car comes with the original GM build sheet. (Estimate: \$250,000-300,000.)

1956 Chrysler Plainsman Concept Car by Ghia: This all-original experimental car, styled by Virgil Exner and built by Ghia, was an "idea station wagon," unveiled at the 1956 Chicago Auto Show. Traveling the globe, it started life in Italy, was exported to the US, sent offshore to Cuba, made a dramatic escape, later accompanied its owner to Australia, and eventually made its way back to North America. Today it remains in all-original, as-found condition. (Estimate: \$250,000-300,000.)

1956 Cadillac Maharani Motorama Show Car: The factory-modified, specially appointed 1956 Cadillac Maharani was one of four

Cadillac Dream Cars shown during the 1956 Motorama circuit. Affectionately dubbed the "Kitchen Sink Cadillac"—based on its host of special interior fixtures—the car is equipped with a unique interior featuring a kitchen sink with running water, refrigerator, hot plate, pop-out table and storage for silverware and china. Formerly part of the Gene Zimmerman Collection, it was sympathetically restored in 1990. (Estimate: \$150,000-200,000.)

Lincoln Sentinel "Styling Buck": The Lincoln Sentinel (not shown), unveiled at the 1996 North American International Auto Show in Detroit, is a menacing four-door sedan design exercise executed by a group of automotive stylists gathered from Ford's various design centers and inspired by classic Lincoln models, specifically the 1961 Continental and the Facel Vega Excellence. This "styling buck" example is not equipped with an engine or drivetrain. (Estimate: \$50,000-70,000.)

FRIDAY: ADDITIONAL HIGHLIGHTS

Notable consignments also include a 1930 Duesenberg Model J Arlington Club Sedan offered without reserve (estimate: \$450,000-650,000), a beautifully restored 1933 Rolls-Royce PII Continental 3-Position Drophead Coupe (s/n 74PY) with coachwork by J. Gurney Nutting (estimate: \$400,000-500,000) and a 1913 Packard Model 1-38 Runabout formerly of the esteemed John McMullen Collection (estimate: \$400,000-500,000).

ADMISSION AND FURTHER INFORMATION

Admission is by catalog only, good for the catalog holder and a guest. The full-color collectible catalog is available at 800-211-4371 or www.rmauctions.com. ■



Photo: shooterz.biz
Photo: RM Auctions



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Photo: Hugh Hamilton



Photo: shooterz.biz



Photo: RM Auctions (3)



Russo and Steele

10th Annual Sports and Muscle in Scottsdale

Wednesday-Sunday, January 20-24, 2010

Scottsdale Road and Mayo Boulevard at AZ Loop 101 - Scottsdale

Russo and Steele Collector Automobile Auctions, specializing in European sports cars, American muscle cars, hot rods and customs, is celebrating its tenth year this January. It held its first auction event in January 2001 with just 45 automobiles; today it offers over 600 automobiles over a five-day span. Russo and Steele is heavily promoting an All Reserve All The Time auction format, held in their familiar theater-in-the-round setting.

Russo and Steele has been dedicated to support of the community through charitable giving since the beginning. Over the past decade, Russo and Steele has, with the generosity of its clients, raised over \$1 million benefiting a wide range of charities. This year's Opening Night Gala on January 20 will feature live entertainment, a hosted bar and heavy appetizers from fourteen of Arizona's celebrity chefs and will benefit Big Brothers Big Sisters of Central Arizona.

The tenth annual auction celebration is held at Russo and Steele's site at the Loop 101 freeway and N Scottsdale Road. In honor of the occasion, Russo and Steele is inviting everyone out, whether a bidder, consignor or fellow enthusiast, this January 20-24.



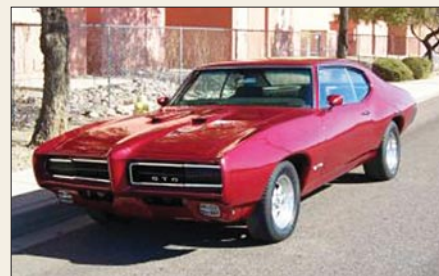
1960 CHRYSLER 300F "SPECIAL," NASCAR'S ALL-TIME "FLYING MILE" RECORD HOLDER

CONSIGNMENT #42-6013: In 1955, the first Chrysler 300 (C-300) was offered, with distinctive Exner styling and the 331 hemi. It received its name from its ability to produce 300 horsepower. It also had extra firm suspension, which made it lower and gave it the ability to corner far better than most cars. With a luxurious leather interior, the C-300 was a true "gentleman's fast car."

The 300s dominated NASCAR in 1955 and 1956, winning the overall championship both years. In 1960, Chrysler created one of the most valuable of all post-war collectable cars, the 300F "Specials." It is thought that nine or ten with a 400-hp engine were made, and only four exist today. Two are the original beach racers, and two are cars built after Daytona. Chrysler built the cars with one objective: to win the NASCAR Flying Mile events. They were equipped with a 4-speed

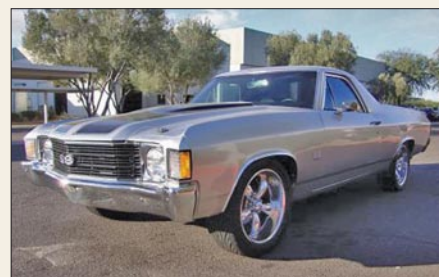
French Pont-a-Mausson transmission, and cross rams were increased internally to achieve more top-end horsepower. The compression ratio was raised from 9.25:1 to 10:1 and special low back pressure headers were cast. Carburetor heat was blocked to lower its temperatures and the motor was built with special limit clearances to minimize friction. The rear axle was changed from 3.31 to 2.93 and Perfect Circle provided new low-tension piston rings. A high lift cam and solid lifters were installed. And, to make the total package complete, Goodyear provided special new, low, power-absorbing Blue Streak tires. The 300F "Specials" took the first seven positions in the Daytona Flying Mile.

This particular 1960 300F "Special" is NASCAR's all-time "Flying Mile" record holder (class 7) at a speed of 144.927 mph, driven by Daytona Superstar Gregg Ziegler. This 11,000-mile survivor is the only unrestored 4-speed model in existence today.



1969 PONTIAC GTO

#42-6313: This Matador Red GTO had a frame-up restoration less than two years ago. Powered by a 454 cu.in. V8 with Edelbrock Performance intake and dual-feed 780 Holly carb, it puts out about 425 hp through a durable turbo 400 automatic and all new 2-1/2" stainless exhaust with anodized Headman headers. This original bucket seat car has his-and-her shifter console and factory rally tach. After-market items added during restoration include custom GT steering wheel, Sunpro gauges and tach and a deluxe in-dash CD player.



1972 CHEVROLET EL CAMINO

#42-6260: This 1972 El Camino SS features a fresh dyno-tested and tuned 460-hp fuel-injected LS2 with GM Performance ASA HOT cam and ceramic-coated 3-inch exhaust. It has March's full serpentine belt system for ice cold a/c and power steering, new Turbo 400 transmission, new 18-inch wheels and tires, new front disc brakes, power booster and master cylinder. The all-new interior has butter-smooth 6-way leather bucket seats, center console, Convans custom gauges, and it is fully dyno-mated for a quiet rattle-free ride. Paint, chrome, stainless trim, grille and weather stripping are all new in the past 2 years.



1951 FORD CRESTLINER CUSTOM

#42-6269: This 1951 Ford Crestliner Custom features House of Kolor Tangerine Kandy paint over a light cream, tan and orange interior. Accented by Cadillac headlamps and tail-lamps as well as a 4" chopped body, it is fur-

ther modified from stock with the following options: Chevy Nova front end, disc brakes, power steering, a 383 Stroker V8 coupled with a TH350 shift-kit equipped transmission and a Pontiac Trans Am posi-traction rear axle. Just 5,000 miles on rebuild.



1967 FERRARI 330 GTC

#42-6232: A featured car at this year's event, this 1967 Ferrari 330GTC, chassis 10509, has been owned by one Arizona family for the past 37 years. Finished in rich burgundy metallic over black leather, it offers exceptional performance from its Colombo 4.4 liter V-12 engine, numbered 209 and rebuilt in 1974, and 5-speed manual transmission. The car's four-wheel disc brakes bring the car to a swift and steady halt. Most impressively, its original odometer reads just over 26,200 miles from new. The car boasts rare factory-installed a/c, electric windows, chrome Borrani wire wheels, plus its original tool roll, owner's handbook and parts reference guide.

The 330 GTC complemented the more pedestrian 330 GT 2+2 with dramatic two-seat coachwork by Pininfarina combining the dramatic nose and air intake of the 500 Superfast with the 275 GTS's sharply defined and modern tail, plus improved torque tube driveline. Built on the shorter 2400mm wheelbase it shared with the 275 GTB, it was fitted with a fully-independent suspension, front and rear unequal-length A-arms and a transaxle.



1959 CHEVROLET APACHE

#42-6205: Chevy trucked its new mid-'50s "Task Force" light trucks a "modern design for modern hauling." Forward-slanting pillars on the "panoramic" wraparound windshield combined with a new upper cab structure, hooded headlamps and shapely wheel openings. Fiberglass rear fenders broadened the pickup box to the same width as the front end, a flow-through look credited to Chuck Jordan, former head of GM Design. Not unlike Chevy

cars of the day, the pickup sported an eggcrate grille, wraparound front bumper, and a third more glass than the previous 3100 Series. The interior also was more car-like—particularly the dash, with fan-shaped speedometer and needle gauges and a top finished in textured black to cut down on reflections.

Finished in medium blue over white sides with a correct black and blue interior, this 1959 Chevrolet Fleetside Apache has been thoroughly restored and lightly modified. Redone by its second (and current) owner, even the rebuilt Blue Flame Six features noticeable chrome detailing. A column-shift three-speed manual puts the power to the road. An original AC oil filter canister and a modern alternator make every drive as enjoyable as can be, while the oak bed rear is equally durable and beautiful.



1999 SALEEN 281 SC SPEEDSTER

#42-6128: This original, low mileage Saleen Mustang 281SC has supercharger, 13" Alcon brakes, yellow matching Saleen wheels, Mach 360 stereo, light bar and Saleen mats. New BFG DFG tires and battery.



1940 CHEVROLET SPECIAL DELUXE CUSTOM

#42-6047: Chevrolet's offerings for 1940 were described as "designed, built and priced to be first again!" The Special Deluxe Town Sedan was very popular in the years leading up to WWII. Originally offered with a 29-hp 6-cylinder 216 cu.in. engine and manual transmission, this example has come a long way since 1940. Rescued from a field in Indiana, Lucille began her second life with all the modern technology, but leaving the classic lines that make her a real traffic stopper untouched.

The original all-steel body work was restored by Jerry's Rod and Custom in Lake Havasu AZ, using the factory frame. Custom red paint and flames were applied by Dunton and Dunton Dream machines in Kingman AZ. The custom leather interior was completed by West Coast Aircraft Interiors, also in

Kingman. For those hot Arizona days, the car has a/c by Vintage Air, as well as power windows and power doors. This Chevy is powered by a tuned-port fuel-injected 350-hp LT1 with a 4-speed 700R4 automatic, and rolls on Boyd Covington Alloys wrapped with Falken ZIEX performance tires.



1966 SUNBEAM TIGER

#42-6097: This really special survivor Sunbeam Tiger, with the documentation to prove it, has never been restored but has been perfectly maintained. It is a West Coast car, a three-time winner of the Howie Award for the best stock Tiger at the annual Tigers United gathering. It received Certificate of Authenticity #176 from the Sunbeam Tiger Owner Association (STOA) Authenticity Committee in 1995 (i.e. it's been TAC'ed). A picture of this particular car's VIN and Engine Identification plates shows up as the example for Sunbeam Specialties' "Identify Your Car" section. This beauty had the same owner for over 20 years and was most recently owned by Tom Hall of general Tiger and ModTiger Engineering fame and his son-in-law.

Tom replaced the OEM exhaust system, clutch and worn suspension components (A-Arm bushings, ball joints & spring eyes) and re-installed OEM wire hose clamps. Very original in fact and appearance, this Tiger still sports its original color code 39 Carnival Redpaint and still runs its 260 cu.in. Ford V8 with points ignition, top loader 4-speed, 2.88:1 gears and LAT 70 wheels along with street radials. It also has a very nice black rag top with no tears and tonneau cover, as well as a very nice black hardtop. One concession to modern enjoyment is the CD player. All gauges work, as does everything else, and the car does not overheat. In addition to being an unmolested classic beauty, this Tiger is safe and dependable, has no rust, has never been damaged and is absolutely one of the best driving—yet unrestored—Tigers around.

FOR MORE INFORMATION

Russo and Steele's Sports and Muscle auctions each year include their signature auction in Scottsdale every January plus Monterey in August. Russo and Steele also recently announced an expansion into China. For more information, call 602-252-2697. Further information and auction results are also available online at www.russoandsteele.com. ■