

SHIFT

RM SOTHEBY'S MAGAZINE • WINTER 2017



When a Movement Becomes a **REVOLUTION**

How Modern Porsches Have Reshaped the Collector Car Market

by Prescott Kelly



Sotheby's







IAN KELEHER

Managing Director, West Coast Division

Ian plays an integral role in the management of many of RM's auctions, both as a sale manager and operational director, with extensive experience and leadership roles in marketing, cataloguing, and corporate image. He has also been integral in the company's specialized events, including private collection sales and the New York auctions.

One of a Kind, Limited Edition, Low Production

*What Richie Clyne, Nicola Bulgari, the Finest Museums in the World,
and the Modern Porsche Market All Have in Common*

I am delighted to introduce to you RM Sotheby's latest issue of *SHIFT* Magazine and hope that the close of 2016 marked a successful final chapter for all of our readers, clients, and fellow automotive enthusiasts.

As we move into 2017, it's safe to assume that the classic car market will continue to evolve with new trends, new faces, and new records for cars sold at auction. Following in that vein, I am enthused to welcome Prescott Kelly, a noted Porsche aficionado and enthusiast, as a featured Contributing Writer for our cover story, which highlights the recent trends and movement within the modern collectible Porsche market.

While many of us "more seasoned" enthusiasts can spot the differences between a 1931, '32, '33, and '34 Packard, for some, including myself, wrapping my head around what makes a Turbo versus a Turbo S produced in the same year—both special, yet unique from one another—is a new challenge altogether. As these limited-edition, low-production, and highly specialized modern examples continue to rise in popularity for both their collectability and their drivability, it is certainly worth exploring the background and foundation of what makes these amazing cars worth what they are today and what the potential long-term investment represents.

As the RM Sotheby's team continues its worldwide growth, I am excited to welcome and introduce Kenneth Ahn, who will head the team as the new President of RM Sotheby's. Most recently, Ken served as Vice President of Corporate Strategy and Development at Sotheby's and brings a highly diverse background to the position, and we are sincerely excited for his leadership.

In addition to features on some of 2017's upcoming auctions, we've endeavored to add more interesting content that goes beyond what we've sold or are selling and focuses on the individuals, institutions, and players that make the industry what

it is today. In this case, we've lined up an all-star cast of characters and stories, including some of the greatest automotive museums in the world; one of the most well-known active enthusiasts in the business, Richie Clyne; and noted American car collector and eponymous luxury brand vice-chairman, Nicola Bulgari.

On behalf of the entire RM Sotheby's team, I hope you thoroughly enjoy this latest issue of *SHIFT* and extend my colleagues' very best wishes for a healthy and happy new year.

**"AS WE MOVE INTO 2017, IT'S SAFE
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NEW FACES, AND NEW RECORDS
FOR CARS SOLD AT AUCTION."**

IAN KELEHER

RICHARD MILLE

A RACING MACHINE ON THE WRIST



TOURBILLON RM 38-01
BUBBA WATSON

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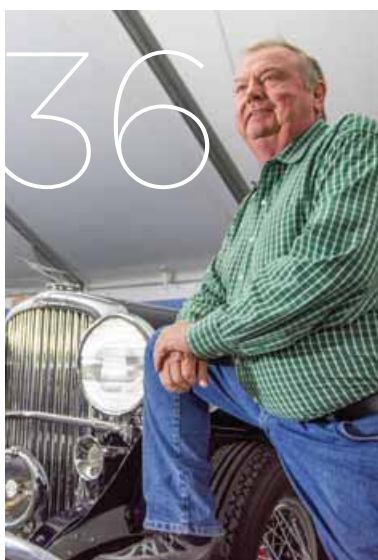
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Sotheby's

— WINE —

UNPARALLELED SELECTION OF WINES ALL YEAR ROUND.

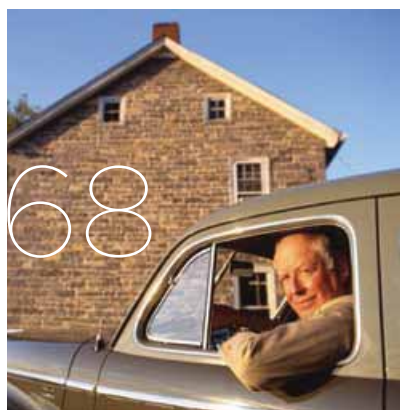
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SHIFT

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Sotheby's

ARIZONA CONCOURS D'ELEGANCE

— JANUARY 15, 2017 —

The Perfect Start to the New Year

A celebration of automotive engineering and design set on the beautiful grounds of the historic Arizona Biltmore. Benefiting Make-A-Wish® Arizona.

SATURDAY, JANUARY 14

- **Legends: Pioneer Women in Racing** featuring Janet Guthrie, Lyn St. James and Miranda Seymour - author of *Bugatti Queen*. Additionally, a special exhibition of race cars driven by women will include: Type 35 & Type 37A Bugattis, Maserati 250F, and Ferrari NART Spyder.
- **Driven: What Drives Successful Race Team Owners** featuring Chip Ganassi and Bobby Rahal.

SUNDAY, JANUARY 15

- **Arizona Concours d'Elegance** featuring The Cars of Ettore and Jean Bugatti, Lincolns of the Classic Era, and Coachwork by Vignale.

MONDAY, JANUARY 16

- **Arizona Tour d'Elegance** featuring a public stop at Scottsdale's Waterfront on the South Bridge.

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*RM Sotheby's
Welcomes
Kenneth Ahn
as Company
President*

I am personally thrilled to share with *SHIFT* readers and RM clients that we have an exciting new addition to the RM family—Kenneth Ahn will be joining us effective November 28, 2016, as our new company president. Ken is a proven leader with global experience, a strategic mindset, and an exceptional track record, and his strong work ethic and integrity make him a great cultural fit with our company. The fact that Ken shares our passion for cars is also a big plus.

Ken was most recently Senior Vice President of Corporate Strategy and Development at Sotheby's, so he knows the auction world very well. Prior to this, he worked at Goldman Sachs as Vice President in the Investment Banking Division and at the Boston Consulting Group as a management consultant. This experience is underpinned by an MBA from Harvard Business School, and Ken brings more than 15 years of experience in developing and implementing growth strategy, financial management, and enhancing business value.

At Sotheby's, Ken worked with the management team and the board to develop and execute various strategic growth initiatives, including Sotheby's strategic investment in RM Auctions. In that capacity, we have had the pleasure of working with Ken over the last two years, and everyone at RM is excited to have Ken on board as part of our dynamic young team. With our passionate team, unparalleled relationships in the collectible car world, and trusted brand, RM Sotheby's has tremendous potential, and Ken will be leading our global operation to take it to the next level. Welcome aboard, Ken!

ROB MYERS
Founder & CEO



THE 22ND ANNUAL
AMELIA ISLAND CONCOURS d'ELEGANCE
THE RITZ-CARLTON, AMELIA ISLAND THE GOLF CLUB OF AMELIA ISLAND
MARCH 10-12, 2017



HONORING
FOUR TIME INDIANAPOLIS 500 WINNER, AL UNSER, SR

CELEBRATING
THE JAGUAR D-TYPE
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MERCEDES-BENZ AG ARCHIVES MICHAEL FURMAN



WINNER'S CIRCLE

The RM Auto Restoration team had plenty to toast at the 2016 Pebble Beach Concours d'Elegance, with all three cars they prepared awarded Best in Class honors. Special shout outs to dear RM friends Judge Joseph and Margie Cassini on their 1931 Stutz DV-32 LeBaron Convertible Victoria; Jim Patterson on his 1958 BMW 507 Series II Convertible; and the Rare Wheels Collection on its 1937 Bugatti Type 57SC Gangloff Coupé. Cassini's Stutz was also awarded Most Elegant Car on tour and shortlisted a runner up to Best of Show!



FULL THROTTLE DINING

Cars and conversation were on the menu at our *Collecting at Full Throttle* supper club event in our Los Angeles showroom, early August. Hosted alongside Sotheby's and Soho House West Hollywood, and set against a backdrop of our Monterey stars, the soundtrack was led by our own Ian Kelleher and race car drivers Patrick Long and Justin Bell. Among those in attendance were actor Patrick Dempsey, interior designer Alison Palevsky, and producer Ben Silverman.



IN THE HOT SEAT

After months in the making, we're excited to announce an all-new BBC Worldwide production, chronicling the travels of our specialist team in 2016, which will launch globally in early 2017. From Monaco to Monterey, London to Miami, the show provides an exclusive behind-the-scenes look at the RM team in action. Curious for more? We're sworn to secrecy, so you'll just have to tune in to the premiere! Follow our social channels for official launch dates.

BBC
Worldwide

Million Dollar **CAR HUNTERS**

COMING SOON IN 2017!



ON THE TRAIL OF THE WORLD'S MOST EXCLUSIVE CARS

Catch the RM Sotheby's car specialist team in action and on the road as part of this new 10-part series from BBC Worldwide. Set to air globally in early 2017, this glossy documentary series provides an exclusive behind-the-scenes look at the RM team as they travel the globe consigning some of the world's finest automobiles.

wm
waddell media

WWW.BBCWORLDWIDE.COM

INDUSTRY ACCOLADE

Rob Myers was awarded the Nicola Bulgari Award by America's Automotive Trust (AAT) in July 2016 in recognition of his efforts to preserve America's motoring heritage. "Rob's commitment and efforts have been a major force in the growth of restoration and preservation into a multi-billion-dollar industry, which has led to countless jobs for restoration experts and preserved innumerable classic and vintage cars for collectors," said David Madeira, CEO of LeMay-America's Car Museum and of the AAT, pictured here with Nicola Bulgari and Myers in July 2016.

**LA VIE EN ROUGE**

The annual Petersen Gala is always a glittering affair, and the 22nd annual event in October 2016 did not disappoint, showcasing the stunning new Art of Bugatti exhibit. Hosted by CBS Late Late Show host James Corden, the evening served up an incredible fusion of cars, cuisine, and comedy; our LA team was there to soak up the fun! Our thanks to Andrea Fiuczynski of Sotheby's, who graciously led the charity auction, joined on stage by Corden and dear RM friend, Bruce Meyer.

BUCKET LIST

Not ones to sit still, Peter Wallman, Don Rose, and Paul Darvill all hit the road in September as part of the Great West Tour, a prelude to the UK's Concours of Elegance. Pictured here, Don and Paul with the Aston Martin DB4GT, just days before it went on to top our Battersea sale. Keep an eye out for 2017 event dates—the Concours of Elegance is certainly bucket list-worthy!





One-of-a-Kind LaFerrari Sells for Record \$7 Million at Charity Auction in Florida

On December 3rd, 2016, RM was honored to participate in Ferrari's Finali Mondiali – the worldwide conclusion of the corporate racing series, held for the first time in Daytona, Florida. With hours of thrilling racing on the track and the presentation of stunning historic Ferrari road and competition cars, this was the most exclusive Ferrari gathering around the world. The evening's festivities concluded with a charity auction, during which RM's and Ferrari's teams fielded phone bids from around the world and COO Alain Squindo presented three lots at auction for charity. After record prices for the racing suits of both Kimi Räikkönen and Sebastian Vettel, the hundreds of attendees witnessed the groundbreaking sale of a 2014 LaFerrari, specially liveried in honor of those affected by the devastating earthquakes in Italy and sold with all proceeds benefiting this wonderful cause. At \$7 million, the final price was not only a

world record, but the lucky buyer had the distinction of acquiring the very last LaFerrari to be sold by the factory itself. For RM Sotheby's, our friends at

Ferrari, and the many clients and bidders involved, this was a true once-in-a-lifetime opportunity and a wonderful cause that we were delighted to partake in.



LEADER OF THE PACK

RM specialists are always on the road . . . and on the track! A big congratulations to our own Michael Squire, who placed second in the Royal Automobile Club Tourist Trophy Celebration at the Goodwood Revival in September. Shown here, Michael leading the pack early on in his Shelby Cobra. Way to represent!

BIDDING AND BUYING BLABBER

Your Guide to Auction Industry Lingo

BY ERICA REAUME
Director of Marketing, RM Sotheby's

ESTIMATE

Each lot is given a low and high estimate, representing the opinion of RM Sotheby's specialists about the range in which the lot might sell at auction. Estimates are based on the examination of an item and recent auction records of comparable pieces.

VALUATION

A detailed description and current value of a lot prepared by RM Sotheby's staff.

BID SPOTTER

An auction assistant who watches the crowd, encourages bidding, and conveys bids to the auctioneer or brings a bidder to the auctioneer's attention.

BID

The amount a prospective buyer signals or informs the auctioneer he or she would pay to buy the lot during bidding.

COMMISSION/PROXY BID

A bid given to the auctioneer on behalf of a person who is not at the auction.

BIDDER NUMBER

Every registered bidder receives a unique bidder number when they register, which is printed on their bidder card and pass. If you are the highest bidder, the auctioneer takes note of the lot number, final bid price, and your bidder number to verify your purchase.

FAIR WARNING

A warning sometimes given by the auctioneer that the hammer is about to come down on a lot. The fair warning offers one last chance to increase the bidding. If there are no subsequent bids, the auctioneer's hammer falls and the sale is completed.

RESERVE OR RESERVE PRICE

Never publically disclosed, the reserve price is the confidential minimum price agreed upon between the consignor and RM Sotheby's. Reserves must be set at or below the low estimate, and if bidding ends before the reserve is reached, the lot will not be sold.

NO RESERVE

Where the property is sold to the highest qualified bidder with no limiting conditions or amount, no matter the price. Also known as "without reserve."

PASS/UNSOLD

Terms used by the auctioneer when an item fails to reach its reserve at auction.

HAMMER PRICE

The winning bid for a lot at auction. It is the price upon which the auctioneer's hammer falls, determining the sale price, but does not include the buyer's premium.

BUYER'S PREMIUM

An additional service charge, for which the buyer is responsible and added to the price of the lot purchased.

SELLER'S COMMISSION

A commission paid by the consignor to RM Sotheby's, which is deducted from the hammer price.



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ARE

I LIKE 'EM

I LOVE 'EM

THEY'RE OK...

YOU?

what kind?

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THE CAR MY DAD USED TO HAVE.

SOMETHING FAST WITH GREAT HANDLING.

FERRARIS OR CLASSICS OR MICROCARS. WHATEVER IS DOING WELL RIGHT NOW.

THE MINI WE ALL LOVED

Ford
THE FORD FAIRLAINE

HE WROTE A VOLKSWAGEN

LONDON

HERSHEY AND ST. JOHN'S.
where the Great American is.

AMELIA ISLAND
is where the great classics go.

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RM SOTHEBY'S SPECIALISTS STAY ATTUNED TO THE LATEST TRENDS IN THE MARKET TO OFFER THE BEST AND SOUNDTEST ADVICE IN THE INDUSTRY.

...OR TRY ALL THREE AND SEE WHAT YOUR DAD WAS MISSING.

THAT'S WHY RM SOTHEBY'S STAFF CAN BE FOUND ON ALL OF THE WORLD'S GREAT RALLIES. WE KNOW WHAT'S FUN!

THE KING OF THE GARAGE MAHAL

THE CAPITALIST

THE CRITIC

THE DRIVER

Stay Connected

How RM Sotheby's Connects with the Next Generation of Enthusiasts on Social Media



♥ 2,421 Likes

By Andrew Olson, Senior Intern, RM Sotheby's

I am constantly told that millennials are more interested in the latest technology than they are in cars—but a quick look on any social media platform shows that to be anything but the case. Thousands of young automotive enthusiasts from around the world share everything on their Instagram accounts, from the most radical supercars spotted in Beverly Hills to historic photos of Grand Prix gone by. Here at RM Sotheby's, the people we connect with on social media are the same people that will eventually keep our hobby alive—and become the next generation of collectors—which is why we have always made it a priority to have an active social media presence.

THANKS FOR
50,000
FOLLOWERS

Our social media accounts include not only professional catalogue shots and major announcements, but also fun spontaneous posts, which have proved to be popular with our followers. This gives the younger generation—myself included—insight into the classic car world, capturing the essence of what RM is all about. Catalogue photos work well for print publications, but we've noticed that on social media, people also want to see something different, something that can't be found on our website—such as behind-the-scenes shots and raw video clips of the cars. This mixing of candid content with dynamic catalogue photography has even helped increase our Instagram following to over 57,000, a significant improvement from only about 5,500 followers a year ago.



This past summer, I worked with two other car-obsessed interns, Ryan Starling and Chasen Bell, and together we contributed to RM's Instagram account. Both Ryan and Chasen have significant social media followings of their own and exemplify the future collectors that RM Sotheby's strives to reach. Chasen and Ryan attend all types of car events, but most of all, they enjoy participating in rallies and other driving events. For them and for many other collectors, the car hobby has become a lifestyle and a way to meet lifelong friends with similar interests. In helping to solidify these connections, RM Sotheby's continues to incorporate the social aspect of the hobby in our posts, most recently highlighting the adventures of David Swig on the Colorado Grand, Gord Duff and Jonathan Sierakowski on the Duesenberg Straight-8 Michigan Tour, and Steph Jacklin and Lydia Thompson

on the Santa Fe Concorso Rally. The RM team's adventures can easily be followed by checking the #rmontheroad hashtag on Instagram, Facebook, and Twitter.

YouTube videos for feature cars have also continued to prove popular, especially for cars that have a special story to tell, such as the very first Shelby Cobra, CSX 2000. The video shoot for CSX 2000 was the first ever done with the car, and it was the first time it had been on a track in over 35 years. This video gave thousands of enthusiasts around the world a sense of what it was like to experience one of the most historic American cars and will serve as a reference for years to come. We are adapting all of our social media accounts to include

an increasing volume of video content, which will further allow our followers to see and hear the cars in action.

Looking ahead, keep an eye out for specialist 'takeovers' of our Instagram account as they post live from the road. Please do not forget to tag us in any photos taken at our events and use our official hashtags, such as #RMArizona and #RMParis, so we can see the cars you enjoy the most. To keep up with the latest RM Sotheby's has to offer, sign up for our newsletter on our website, and be sure to follow us on Twitter, Instagram, and Facebook. #



5,756
TWEETS





Sotheby's

2016 RESULTS

ARIZONA

Arizona kicked off the 2016 auction season with several very strong results, including the above-mentioned Mercedes 540 K Special Roadster, which set a new Arizona week auction record. As such, 2016 proved to be on par with 2015's record-breaking results (\$63.7M) and saw strength across a number of categories, with a number of American makes and models achieving near or exceeding high estimates. These highlights included the Cunningham C3 Coupe, Packard Twelve Convertible Victoria, Cadillac Eldorado Biarritz, and Shelby 289 Cobra.



\$9.9M
TOP SELLER

\$3.2M
TOP SELLER



PARIS

Additional highlights from Paris included a Porsche 550 Spyder and a 300 SL Gullwing Mercedes-Benz that both came out of long-term Italian ownership to achieve very strong results, with the Porsche going over high estimate.

AMELIA ISLAND

Amelia Island showcased a number of excellent results across both the American and European spectrum. On the European front, the Bentley R-Type Continental Fastback and Aston Martin DB AR1 both sold for over high estimate. The market for excellent American pre-war examples also remained strong, as the Packard Twin Six Coupe Roadster, Auburn Eight Supercharged Speedster, and Stanley Model 63 Toy Tonneau achieved superb results.



\$4.4M
TOP SELLER

\$8.2M
TOP SELLER



MONACO

For the first time, Monaco added a single vendor morning slate to the sale. All 38 lots sold, with the star lot—a 1939 Bugatti Type 57 Cabriolet—going for over its €600,000 high estimate. During the main evening sale, low-mileage modern supercars and rally cars achieved multiple stellar results. Two Lamborghinis—a 1995 Diablo SE30 Jota and a Countach LP400 S—both sold well into their estimate ranges. A very low-mileage Ferrari 550 Barchetta and a 1982 Renault 5 Turbo Group 4 rally car rounded out some of the highlights.

MOTOR CITY

Additional highlights from RM's Motor City sale included the Saleen S7, which set an auction record for a 750HP car, as well as a Jaguar XK 140 MC Drophead Coupe that achieved nearly double its low estimate. Specialists also noted strength in some areas of the traditional lower-priced sections of the market. A car such as the 1969 Mercedes-Benz 280 SE Cabriolet, which had traditionally traded hands at under \$100,000, found a buyer at \$132,000.



\$1.5M
TOP SELLER

MONTEREY

Despite capacity constraints due to construction at the Portola Hotel, RM turned in arguably the most historically impressive offering in auction history between the 1956 24 Hours of Le Mans winner Jaguar D-Type to the very first Shelby Cobra, to an Alfa Romeo 8C 2900B Spider to a 1962 ex-Scuderia Ferrari 268SP, among many others. With several cars coming available for sale for the first time in 50-plus years, this once-in-a-lifetime opportunity proved too good to pass up for buyers, as all headline cars with values of at least \$5 million found new homes either during or shortly after the auction.

\$21.7M
TOP SELLER



LONDON

Low-mileage 'supercars' also proved to be a very strong draw at RM's 2016 London sale. A group of four low-mileage special edition Porsches, all offered from the original owner in Germany, each set auction records for their respective models, with the Turbo S Lightweight finally selling for nearly 500% of its low estimate. A further group of late-model Mercedes-Benz cars, including a trio of Black Series AMGs as well as an SRL McLaren Roadster, also sold well into their estimate ranges. A Ferrari F40, Lamborghini Diablo VT, and Aston Martin V12 Zagato added further success stories to the modern supercar theme.



\$3.2M
TOP SELLER

HERSHEY

In addition to the Duesenberg, Hershey saw two other spirited bidding battles. The barn-find condition 1957 Porsche 356 A 1600 Speedster easily eclipsed its high estimate of \$250,000, selling for \$341,000, and the 1932 Lincoln Model KB Boattail Speedster sold for over 300% of its low estimate at an all-in price of \$605,000. Other notable successes included a 1937 Packard Twelve Convertible Sedan and a 1958 Chevrolet Impala Convertible.

\$2.0M
TOP SELLER



MILAN

RM Sotheby's record-breaking Duemila Ruote sale, which coincided with the Milano AutoClassica, represented the largest automotive-themed collection sale ever held in Europe. During approximately 30 hours of auctioneering over three days, 817 lots—comprising an astounding selection of motor cars, motorcycles, bicycles, boats, and automobilia, all from one single private collection—were sold before a packed house at the Fiera Milano, totaling an incredible €51.263.270 (USD \$54.85 million) in sales. Top sales honors went to the 1966 Ferrari 275 GTB/6C Alloy. The first of just seven long-nose, six-carburetor, alloy-body, torque-tube 275 GTBs, its rarity, provenance, and freshness to the market propelled it to an impressive €3.416.000.



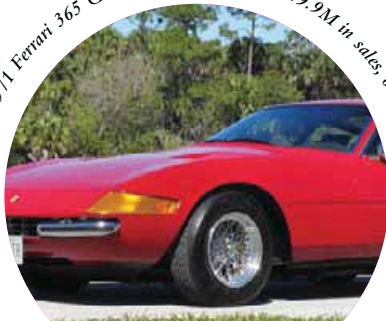
\$3.6M
TOP SELLER

AUCTIONS AMERICA

2016 RESULTS

\$19.9M
TOTAL SALES

• Top Sale – 1971 Ferrari 365 GTB/4 – \$649,000 • \$19.9M in sales, 69% of lots sold •



FORT LAUDERDALE

69%
OF LOTS SOLD

\$7.2M
TOTAL SALES

• Top Sale – 1968 Ferrari 365 GTB 2+2 – \$247,500 • \$7.2M in sales, 80% of lots sold •



AUBURN SPRING

80%
OF LOTS SOLD

\$14.2M
TOTAL SALES

• Top Sale – 1995 Ferrari F50 – \$1,952,500 • \$14.2M in sales, 64% of lots sold •



SANTA MONICA

64%
OF LOTS SOLD

\$21.4M
TOTAL SALES

• Top Sale – 1931 Duesenberg Model J Convertible Sedan – \$880,000 • \$21.4M in sales, 79% of lots sold •



AUBURN FALL

79%
OF LOTS SOLD

\$5.7M
TOTAL SALES

• Top Sale – 2004 Porsche Carrera GT – \$800,000 • \$5.7M in sales, 64% of lots sold •



HILTON HEAD

64%
OF LOTS SOLD

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BY ANNABELLE FRANKL, VP - Business Development, My Yacht Group
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RM Sotheby's and My Yacht Group Invite You to
Experience the Thrill of the 75th Monaco Grand Prix





With a stellar reputation for hosting classy parties aboard superyachts at global gatherings from Monaco F1 to Art Basel Hong Kong, Miami Yacht Show to San Francisco Fleet Week and more, My Yacht Group brought its signature – and only land-based – event to Austin, Texas, during the 2016 Formula 1 United States Grand Prix™ race weekend.

Along with COTA, My Yacht Club celebrated its fifth consecutive year, welcoming local, national, and international F1 enthusiasts to its pop-up downtown nightclub. Over three nights, a slew of famous faces could be found enjoying its “Monaco-style” nightlife experience, including Hollywood actor Gerard Butler (*London Has Fallen*, 300); Sahara Force India F1 driver Nico Hulkenberg; Sauber F1 driver Marcus Ericsson; 2016 Indianapolis 500 Champion and 2016 Verizon IndyCar Series Rookie of the Year Alexander Rossi; former Ferrari F1 driver Stefan Johansson; filmmaker Mark Stewart (*The Last Man on the Moon*) and son of three-time World Champion Sir Jackie Stewart; producer and activist Kweku Mandela, grandson of Nelson Mandela; NFL star Quarterback and Davey O’Brien Award-winner Vince Young; and our very own Rob Myers.

However, MYG’s Founder and CEO Nicholas Frankl (a three-time Winter Olympian and pilot of HUN1 bobsled for Hungary in Lillehammer, Nagano, and Salt Lake City) is more accustomed to welcoming guests aboard multi-deck superyachts at glamorous locations than to custom-created nightclubs. His company’s flagship event, at the Monaco Grand Prix, will celebrate its 12th year in 2017, a little ways behind the 75th running of the iconic motorsports extravaganza. Says Frankl, “I’ve grown up in and around F1. I went to my first race at six weeks of age and have loved it ever since, and there is still nothing like the Monaco Grand Prix. It is a very special ambience, every driver wants to win there, and whether you’re a die-hard F1 enthusiast or simply enchanted by the romance and history of this unique country, it’s definitely one for the bucket list.”

This bucket list experience, a four-day program Thursday through Sunday, sees guests watch all the F1 practice, qualifying, and racing action from on board the yacht, right next to the track. No need to move, except to perhaps refresh your glass of

vintage Perrier Jouet champagne or award-winning Whispering Angel rosé wine as Hamilton, Vettel, and the like jostle for position a few feet away!

While there are many hospitality options available over F1 weekend, Frankl is not shy about the positioning of the My Yacht experience: “We are the premium offering, it’s really that simple. Our events attract like-minded, sophisticated guests, many of whom attend multiple events annually, and also go on to become friends, both with each other, and with us. We are connecting interesting people. This may be a ‘once in a lifetime’ kind of experience, but the connections you make while on board really will last a lifetime.”

In addition to the racing, there’s also some serious socializing to be done, not least at the annual Friday night charity reception that, most years, sees HSH Prince Albert II of Monaco (a.k.a. The Boss) on board, mingling with guests. As longtime friends and ex-rivals in their bobsled days, Frankl and the ruler of the tiny Principality share a close bond. Add to that an Olympian here, an A-list actor there, a handful of billionaires, a few models, and it’s quite the party!

Your daily “commute” to the yacht is aboard high-powered speedboats, and once aboard, luxuriate with sumptuous onboard catering, open bar with exceptional wines, champagne, and premium spirits, plus a first-class professional crew. While the yacht is around 150-feet long, only 75 daytime guests get the pleasure to enjoy this unique experience, and it sells out annually.

RM Sotheby’s and MyYacht Group invite you to experience the thrill of the 75th Monaco Grand Prix, May 25–28, 2017. Contact Info@MyYachtGroup.com for more information and be sure to mention RM Sotheby’s to receive an exclusive special offer. RM Sotheby’s clients receive a special 10% discount, or €1,600/couple. #

THE INSIDE JOB



RM Auto Restoration and the Art of the Interior

BY DON MCLELLAN, Shop Manager, RM Sotheby's
WITH CHRIS SUMMERS, Copywriter/Editor, RM Sotheby's

As we have said many times before in these pages, research matters. This is important in all facets of a professional automobile restoration, but few more so than in the reconstruction and restoration of an original interior.



The distinctive “assymetric” star bumper on the 1960 Plymouth XNR hand-built concept car.

It is important that even if you begin with a car that seems like a good restoration candidate, to be critical of what is there already and find out what is supposed to be there. This includes not only finding the correct designs, but also the proper materials—right down to original-type leather, stitching patterns, and even stuffing. We are proud of all the upholstery and interior work done over the years at RM Auto Restoration, but a few particularly spectacular jobs do stand out, and are described here, to give you a taste of what our craftsmen can do.

1960 PLYMOUTH XNR BY GHIA

In this case, the research portion of the restoration (helped greatly by Virgil Exner Jr., son of the original designer) was easy; the XNR having been a Chrysler “dream car,” exhibited

widely and used for press photography, many photographs of the interior were available. However, the car was now missing a considerable amount of that interior, and thus a great deal of custom fabrication was required – a rewarding challenge.

Each inner door panel is a hand-formed piece of brushed aluminum, which we had to recreate. The black leather has very bold, thick stitching, typical of Italian interior work. Even the instrument panel on this car had to be reconstructed from photographs, as did the glove box, a “trick” piece that can be removed from the car and carried with the owner as a camera case.

We were able to create an interior for this car that is indistinguishable from the original press photography of 1960 – a wonderful achievement and example of Italian quality.

1931 DAIMLER MODEL 50 DOUBLE SIX DROPHEAD COUPE BY CORSICA

This interior involved considerable research into materials and designs, including studying similar interiors in other Corsica-bodied automobiles. Details like the hand-operated underdash air pump and gauge, electric wiper system, and fingertip shift lever for the prototype Wilson pre-select transmission were proven correct.

The inside door panels feature a raised outer radius, which is leather covered and flows with the interior design of the car. Similarly, the burled Carpathian elm woodwork flows from the dashboard all of the way back to the rear seat of the car and features ornate scalloping and banding of striped walnut and ebony; the door cappings are solid English walnut.

We were able to restore the correct Daimler Double Six instrument panel, which was an undertaking unto itself, including sourcing the correct and proper gauges by making a trip to Rétromobile in Paris.



On the lawn after winning Best of Show at Pebble in 2016.



1935 DUESENBERG MODEL SJ BEVERLY BY MURPHY

This car came to us as an older restoration with incorrect upholstery. In removing the 1970s cloth interior, we discovered that the car originally had a fixed armrest, dividing the rear seat into armchairs, which we re-created. The upholstery was then restored in the correct original type of wool fabric. The interior in this car features particularly impressive woodwork that is subtly two-toned; wherever there is a recessed carving, there is a slightly deeper tone

of wood used, with the remainder of the wood being a natural tone. The cabinet in the rear compartment, which contains a storage compartment, a radio, and additional dashboard instruments, had German silver inlays around the edges; these were restored to the original design. All instruments and fittings were top quality for the Murphy interior, and many of them were inspired by aviation. Multi-jewelled Jaeger chronometers were fitted for the driver, as well as for



the rear seat passengers. The window cranks and door latch handles were Art Deco designed, and research showed that the chrome finish was polished in some areas but brushed in others.

We finished off this interior with a correct luxurious grey sheepskin floor rug that makes you just want to take off your shoes and bury your toes in it!

1939 HORCH 853A SPEZIAL ROADSTER BY ERDMANN & ROSSI

This car involved a great deal of detailed craftsmanship. The interior is largely standard cowhide, but with pleated seat and door panel inserts of patent alligator leather, incorporating some 40 small individual hides. Circassian burled

walnut was used extensively, including in the dashboard, which was made of four book-matched pieces. The natural curves of the wood-grain just happened to form a circular “bezel” pattern around the large, central speedometer that dominates the

instrument panel, producing a wonderful effect. Its combination of exotic leather and wood, in addition to its chrome, sets the interior apart. With two tones of very fine silver paint, this car won Best of Show at Pebble Beach in 2004.



1924/32 ISOTTA FRASCHINI TIPO 8A CABRIOLET BY WORBLAUFEN

The owner of this car made a rather daring decision to choose a sporty black-on-black-on-black livery. In this case we were fortunate to know the original, correct pattern for the upholstery on the seats, as well as for the European burled walnut instrument panel and door fascias, with their sterling silver strip inlays.

The leather design on the door panel is

a relief motif, constructed by skiving (or thinning) the leather and laying it over a wooden form, attached directly to the door panel. The deep black leather chosen for the interior has a very firm “hand” and authentic grain. The original restored instruments include “Le Nivex,” a very unique and complex air-powered fuel gage system. The car retained the original

wooden forms, in good condition, and we were able to traditionally skive new leather and press it over the forms. Thus, the door panels are today as they were in 1932 – and were re-created using the same methods used by the original coachbuilder. With its grand and imposing one-off body by Worblaufen, this car won Best of Show in 2015. ■

Securing America's Automotive Heritage



BY WALT TOMSIC, Editor, *OpenRoad Magazine*

LeMay — America's Car Museum (ACM) in Tacoma, Washington, is not a stand-alone institution. In fact, it's one of a family of entities under the umbrella of America's Automotive Trust (AAT). Each serves as a vital component in achieving AAT's stated mission of securing America's automotive heritage.

ACM's piece of the pie is to do the usual museum stuff . . . act as an exhibit space and repository for automotive treasures. But ACM doesn't stop there—not even close. The Museum also acts as a gathering place and community resource by hosting a plethora of year-round events, activities, trips, tours, social dos, and educational offerings. Two more of AAT's entities—Club Auto and Concours Club—provide the kind of auto-centric experiences and social camaraderie that car people love to share. This leaves the RPM Foundation: Restoration. Preservation. Mentorship.

Imagine, if you will, you're an equestrian. Suddenly, everyone who knew how to make saddles and tack just disappeared. What if no new students enrolled in schools teaching computer science? In a few short years, there would be no one who knew how to reboot a crashed

computer. Now here's a sobering thought: what if the day were to come when no one has the knowledge or skill necessary to keep vintage automobiles and boats running? The RPM Foundation is not about to let that happen.

The RPM Foundation actively supports programs designed to produce the next generation of collector car and boat restoration specialists. It does this through internships, apprenticeships, one-on-one mentoring, grants, and scholarships. Literally, it's an initiative to secure the

future of collector car and classic boat culture . . . something every enthusiast should embrace and support.

Think of it this way. Someday, when your child or grandchild takes that cherished classic you've handed down in for service or repair, there will be a place to take it and a skilled person ready and qualified to do the job. When that day comes, the mission of the RPM Foundation will have been achieved. Be a part of the movement, visit www.rpm.foundation. #







Craftsmanship and Care

As North America's leading classic car restoration facility, RM Auto Restoration takes pride in finishing cars to the highest possible standard. Our knowledgeable and skilled upholsterers, body fabricators, painters, and mechanics will ensure your car benefits from the high standard of restoration that only we can offer. Testing and diagnostic equipment, including a full chassis dynamometer and detailed inspections, will leave you comfortable knowing that your car was finished with quality and care by our team of fine craftsmen.



AUTO RESTORATION

RMAUTORESTORATION.COM

CARS to WATCH in 2017

2006–2011 PORSCHE 911 GT3 RS

The GT3s are the road-legal 911s that are the closest to Porsche's racing cars. They're howling, visceral, and agile machines that make every trip an experience. This generation, known internally at Porsche as the 997, is the last one that came with a manual transmission on every trim level. Until the very limited 2016 911R was released last year, all newer GT3s came with Porsche's automatic PDK gearbox. Over its production run, the 997 GT3 was continuously updated with the slightly wider and more powerful RS version and in 2011, the GT3 RS 4.0. All 997 GT3s are coveted cars thanks not only to that manual gearbox, but also because the flat-6 engine shares design features with a racing motor designed by Hans Mezger. The GT3 has been on a near constant upswing since its debut, especially the 4.0, but we're seeing them all start to gain steam. Even if they don't take off value-wise, you won't forget time spent behind the wheel.

DATA

- MSRP was \$106,000 (2006)
- Average quoted value is \$258K, up 38% over the last 12 months, which shows rising interest among collectors
- World record for a sale at public auction is \$605,000 last August
- Being added to some of the top collections in the world
- Average value today: \$233,000
- 8% increase from 2015–2016

2007 Porsche 911 GT3 RS
Sold for €117,600 at Monaco 2010



Yogi Berra is credited with this nugget: “It’s tough to make predictions, especially about the future.”

That’s certainly true, but yet we all want to know if that car that makes us weak-kneed could also be a sound investment. At Hagerty, we have servers full of historical and recent data that can help paint a picture of which cars are poised to increase in value. We’ve presented three here based on not just sale data, but also other factors, like the number of times we’ve been asked for insurance quotes, which suggests the current interest level. There is, sadly, no sure thing in life (or the car market), so the usual “Buyer Beware” caveats apply. As we recently scoured our spreadsheets, however, these are the cars that presented the rosiest picture. Happy shopping.



2009 Mercedes-Benz SLR McLaren 722S Roadster ‘McLaren Edition’
Sold for \$550,000 at Arizona 2015



2011 Mercedes-Benz SLR McLaren Roadster
Sold for £347,200 at London 2016

2003–2011 MERCEDES-BENZ SLR MCLAREN

No one could blame Mercedes for trying to leverage the reputation of the 1955 300 SLR. That car, you might remember, was driven by Stirling Moss to win the 1955 Mille Miglia. Moss’ drive and the SLR combined for one of history’s most incredible automotive feats because he averaged 98 mph over nearly 1,000 miles of Italian roads. Mercedes teamed with McLaren for the modern SLR and loaded it with a 5.4-liter supercharged V-8 and carbon-fiber chassis. Less than 500 of the 200-mph coupes were made. Initially, enthusiasts didn’t know what to make of the car. Was it a sports car? A GT? A luxu tourer? And at nearly half a million bucks, they were expensive. Consequently, the car depreciated to about \$280K. Now, however, the SLR’s fortunes are reversing. Buyers seem to understand that the SLR is a unique car, one with an impressive pedigree, over 600 horsepower, and frenetic but tamable manners.



DATA

- MSRP was \$450,000 (2005)
- These cars fell 30% in average quoted value from 2009 to 2014, bottomed out in 2014–2015, and are now increasing
- Average quoted value is up 13% over the last 12 months
- The number of cars quoted are up 23% over last year
- In the last two years, Hagerty has had 20 cars added by existing clients, more than the combined addition of the previous five years
- The average value of the cars bought by our clients has increased 25% over the last 12 months
- World record for a 2009 Mercedes-Benz SLR McLaren Stirling Moss Roadster is for \$2,578,760 in March 2016
- The average sale price at auction is up 10% over the last 12 months
- Average value today: \$325,000
- 8% increase from 2015–2016

2005 Mercedes-Benz SLR McLaren
Sold for \$495,000 at Monterey 2015



1999 Lamborghini Diablo GT

Sold for £515,200 at London 2016

1990–2001 LAMBORGHINI DIABLO

Imagine having to design the predecessor to the Countach, the Lamborghini that defined the supercar genre for decades. That was the Diablo's suicide mission. While better in every way over the Countach—it's almost as useable as an Acura NSX—the car struggled to emerge from the Countach's shadow. But the public is finally warming up to these cars, which retained Lamborghini's howling V-12 and delivered around 500 horsepower. There were several variants, including one with four-wheel drive. They even had a system that automatically raised the nose to safely climb driveway entrances.

DATA

- MSRP WAS \$239,000 (1995)
- Quoted values are up 16% over the last 12 months
- These cars fell 6% in average quoted value from 2009 to 2014 (essentially flat) and are now on the upswing
- Since 2014, quoted values have increased 59%
- The number of cars offered at auction is up 20% over the last 12 months
- The average sale price at auction is up 79% over the last 12 months
- World record for a Lamborghini Diablo is \$759,799 in May 2016
- Average value today: \$110,000–\$132,000
- 35% increase from 2015–2016 a



1995 Lamborghini Diablo SE30 Jota

Sold for €672,000 at Monaco 2016



1999 Lamborghini Diablo VT Roadster

Sold for \$302,500 at Monterey 2016

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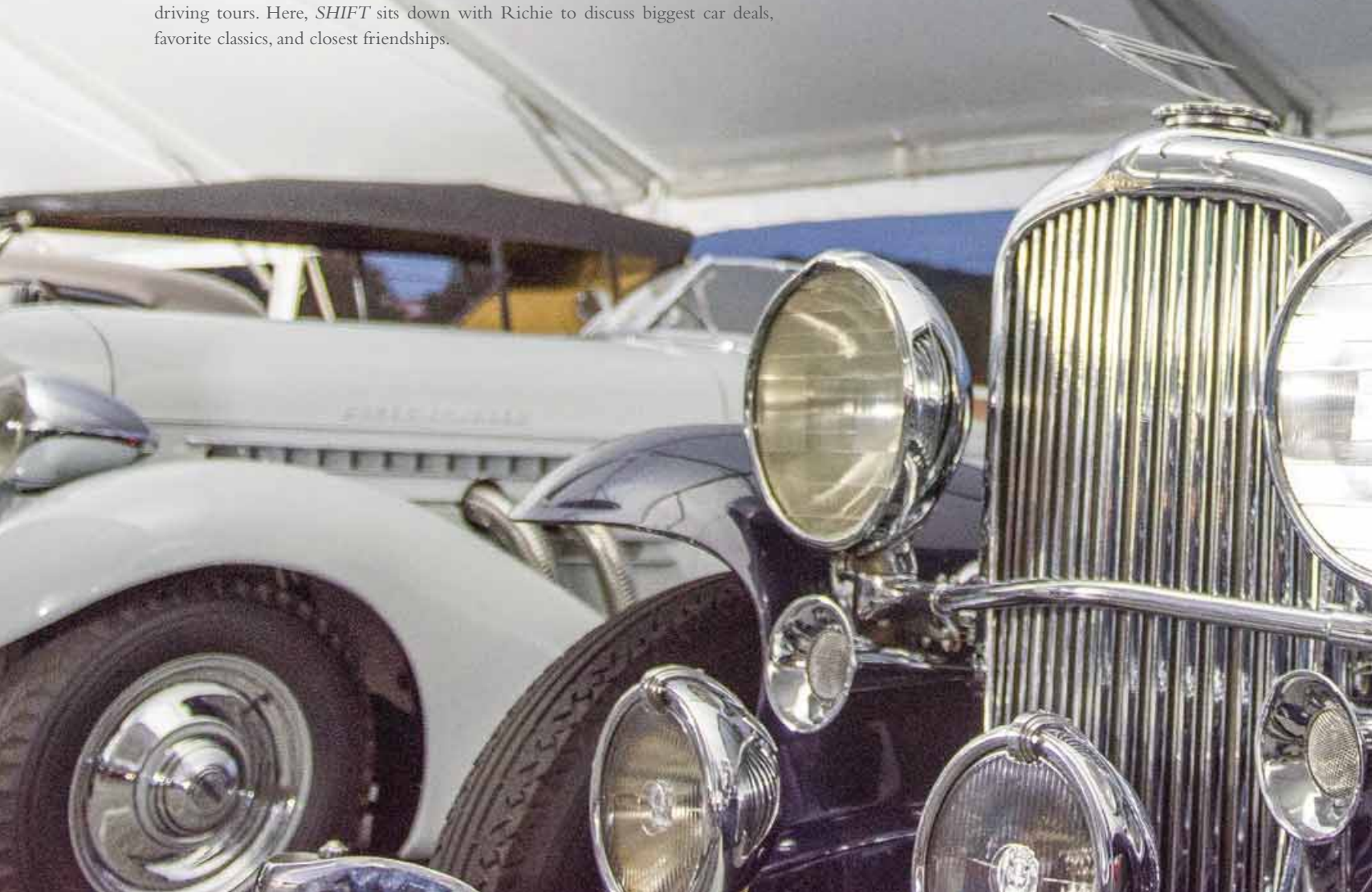
RICHIE CLYNE

Innovator & Originator

BY ANDREW OLSON

Senior Intern, RM Sotheby's

Richie Clyne has been a staple in all aspects of the classic car industry for decades. He curated the Imperial Palace Collection of Ralph Engelstad, which at its peak consisted of well over 100 supercharged pre-war Mercedes-Benz and an astounding 52 Duesenbergs, among countless others, and was instrumental in creating the Las Vegas Speedway. With his good friend Don Williams, Richie started the Indian Springs Inmate Restoration Program and “The Auction” in Las Vegas. Today he remains active in the hobby, collecting firetrucks and regularly participating in driving tours. Here, *SHIFT* sits down with Richie to discuss biggest car deals, favorite classics, and closest friendships.





Richie at RM Sotheby's Hershey 2016 auction.

What was your first classic car?

My first car was a 1932 Ford Model A that I bought when I was 12—I still have it and use it today! It was in a million pieces when I bought it, and I restored it in the middle of the winter. I would take a part inside, and my father would tell me what it was and what marries up to it. That's really how I became a mechanic in high school.

Do you remember the first true classic you saw?

My first introduction to the big classic cars was going to car shows with my dad growing up on Long Island. My father would take me to all the car shows from the time I was 12 on, and the first classic I fell in love with was a Duesenberg Rollston Convertible Victoria.

Where did you first start working?

During high school, I was a mechanic with a co-op program.

How did you end up meeting and going to work for Ralph Engelstad?

A mentor of mine named Al D'Allesandro financed me in the early days, and we did a lot of business together. He loved Cadillacs, and we would fly around the country buying Cadillac collections. He introduced Ralph to me at an auction in Phoenix in 1981. I was always independent and self-employed, but Ralph asked me to go work for him. I really didn't want to, but he said, "Why don't you come out and try it for a couple months, and I'll teach you a real business?" At the time, I thought this meant the casino business, but it turned out to be the real estate business. We opened up the collection to the public, and I worked for him until he passed away in 2002.



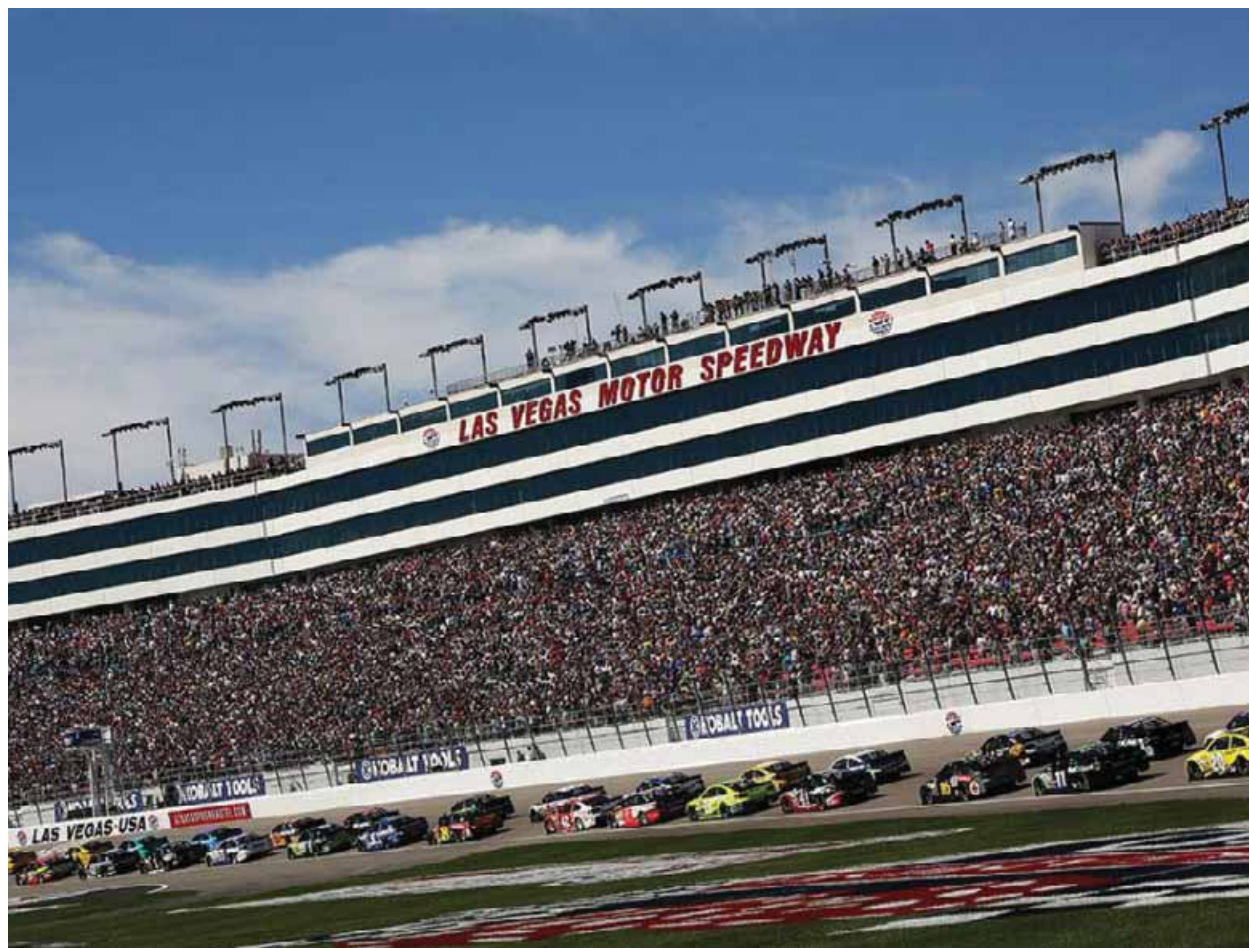


Do you have a best story of a car you bought or sold?

The Steve McQueen estate has to be my favorite deal. Ralph was a brilliant businessman and we were negotiating to either buy or auction off the estate, and in the meeting, the lawyer came out and said, "Look, Steve told me I had to have this meeting with you, or he's going to give it to Sotheby's or Christies." Ralph just said, "Well, what do you think you are going to get for the estate?" and the lawyer said they would like to get \$900,000. Ralph wrote him a million dollar check on the spot. I was a little nervous being a young kid responsible for such a huge deal, and Ralph said, "Don't forget what business we are in, the hotel and casino business. We're going to get well over two or three million dollars from this. Don't worry, you're not going to lose any money." It was education like this that Ralph taught me. It wasn't just a car deal; it was a spinoff of other deals involved in life. He used the auction to promote the hotel and at the end, he showed me the huge amount of publicity and money we ended up getting from it.

What was your biggest car deal?

Probably the Tom Monaghan collection in the late '80s. I was sitting in my office one day reading *The Wall Street Journal* and I saw where Chase Manhattan Bank took over operations of Domino's Pizza. We were trying to buy the cars before that time, but we couldn't. I finally got a hold of Chase and offered to buy the collection immediately. They asked when I could come to Detroit. I was there the next day and we bought the whole thing. My first ever transaction with Rob Myers was actually when we sold him one of the cars from the collection.



How many countries have you visited to chase cars?

Most of them! I think you can leave it at that.

How did the auctions come to be with Don Williams?

Don and I bought mostly different cars, but there was a great Hispano Suiza coming up for auction in Monte Carlo in the early '80s that we both wanted. We decided to fly to Monte Carlo together, stand next to each other at the auction, and let the best man win. We shook hands, flew to the sale from San Francisco, and the car wasn't even there! On the way home, we were talking and decided that we would start an auction company where we would guarantee that the car would be there. At the time it was pretty easy because he had 500–600 cars, and Ralph and I had 700–800, so we started a company, mostly selling our own cars. When a customer wanted to put a car in the sale, we made sure we had the car before the catalogue went out.

How did the Indian Springs inmate restoration program come to be?

That was a fantastic program we did for about 17 years. I was watching TV in my office at about 2:00 a.m. and saw a clip on how inmates in a Nevada prison were building new limousines. I thought if they could do paintwork, upholstery, woodwork, and bodywork, they could also restore antique cars. We started the program there and restored hundreds of cars. When they got out, we guaranteed them jobs either at the hotel, in real estate, or at the speedway.

How did the racetrack in Vegas come to be?

It originally started as just a real estate investment deal. At first we were going to build an industrial park there, and then Bob Bahre, another one of my great mentors, said you ought to build a racetrack out here. Bob Bahre came out and talked to Ralph about it, we went to Bob's track in New Hampshire, and then Ralph just looked at me one day and said, "We're going to build a racetrack," and we did.

Do you remember meeting Buck for the first time?

Buck's gotten me in a lot of trouble in my life! I had seen him at different auctions and events around the country. The first tour we did together was with two 670 Thomas Flyers in the '90s, and we have done many since.

How many miles do you think you've driven in an antique car?

Most of them were with Buck in Duesenbergs, but we probably easily drove 100,000 miles. I can't tell you how many times we have been back and forth across the country.

Why collect fire trucks? How did this come about?

Because Buck is a bad influence on me. He costs me a lot of money. If you get the right fire truck, the engineering and design of it is beautiful; it's almost like a Duesenberg to me. There are some fabulously engineered and designed trucks out there.

What is your favorite car (or cars) you still own?

The Duesenbergs.

What will be the last car you sell?

The Ford Model A that I bought when I was 12.

Which car (or cars) do you wish you still had?

All of the Duesenbergs. We had 52 Duesenbergs at one time. If I could only pick one, it would be the black and orange Weymann-bodied "Taper Tail" Duesenberg that is in the General William Lyon's collection today.

Wish list: If you had a blank check and could have any car, what would it be?

It would have to be Bob Lee's black and white Duesenberg Wood Tail Speedster.

What's your favorite Duesenberg? Favorite Brass car? Favorite Mercedes-Benz?

My favorite Duesenberg is Bob Lee's Speedster, my favorite Brass car is a Thomas Flyer, and my favorite Mercedes is Bob Bahre's SSK.

Assume Ralph was your mentor. Were there any other guys out there you remember saying you wanted to be like when you got older?

Bob Bahre, Al D'Allessandro, and Frank Malatesta from Horseless Carriage Carriers were all mentors to me, but especially Ralph. He was a brilliant, brilliant businessman.



Richie at Hershey in 2016.

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This magnificent gated estate is thoughtfully positioned on nearly nine acres of secluded hilltop land. One of three buildings that the residence includes, the property's carriage house features an immaculate five-car garage complete with car wash station.



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\$18,775,000 USD

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Jameson Sotheby's International Realty

Property ID: 3684V2



Dubbed "Hidden Ponds," this magnificent European-inspired Country Estate is nestled in 70 horse country acres in Barrington Hills. Featuring a Gentleman's Library with hidden panel access to the master suite, this home also includes a multi-car garage, perfect for the avid collector's showcase.



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\$11,250,000 USD

Steamboat Springs, Colorado

Steamboat Sotheby's International Realty

Property ID: 76FBPQ

Sprawling 155 acres, this mountain estate captures astonishing views of the surrounding Steamboat landscape. The 6,000 square-foot auto plaza features a six-car garage, ideal for displaying a priceless collection, and ample space and amenities for preservation and maintenance.



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€7.800.000 EUR

Mallorca, Spain

Mallorca Sotheby's International Realty

Property ID: V8FPQ5



A country villa in Santa Margalida, this home is outfitted for a modern and sustainable lifestyle. The spacious basement level features a garage designed specifically for the motorhead and comes complete with the equipment and setting to both display and improve your sensational collection.

SOTHEBY'S MUSEUM NETWORK

In October 2012, a man named Wlodzimierz Umaniec entered Tate Modern in London to visit Mark Rothko's famous Seagram murals, a series of somber red canvases the artist had originally executed in 1958 [but never delivered] for the Four Seasons restaurant in New York's iconic Seagram Building.

This visitor sat quietly on a bench in the dimmed gallery devoted to the works. Then he stood up, scrawled his name across one of them, *Black on Maroon*, and left the gallery.

A shock to both the institution and the public, Umaniec's act of vandalism left the Tate with a major problem. "When the ink was applied to the bottom right corner of this painting, it not only destroyed one painting, it destroyed a whole group of paintings," says Patricia Smithen, then Tate's head of conservation, in a video the museum produced about restoring the canvas. Filmed over a period of 18 months, the video follows the Tate's team as they undergo the daunting process of researching and restoring the painting.

This remarkable story is the subject of one of the many original videos produced by Tate featured on Sotheby's Museum Network, a new online destination that brings together videos by the world's leading institutions into one arts-focused platform. "We are thrilled to host the extraordinary videos produced by our museum partners



around the world," says David Goodman, Sotheby's Executive Vice President for Digital Development and Marketing. Through Sotheby's website, Apple TV app, Amazon Fire TV, or Samsung Smart TV, audiences can connect with storied cultural institutions in the world's greatest cities. Take a breathtaking tour

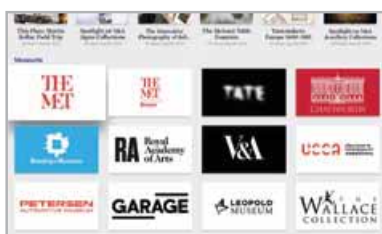
down Venice's Grand Canal to the Peggy Guggenheim Collection, discover which classical artwork in the collection of New York's Metropolitan Museum of Art inspired contemporary artist Jeff Koons, or uncover the mysteries inside the Grand Palais' majestic Beaux-Arts style building in Paris.



**"WE ARE THRILLED TO HOST THE EXTRAORDINARY
VIDEOS PRODUCED BY OUR MUSEUM
PARTNERS AROUND THE WORLD."**

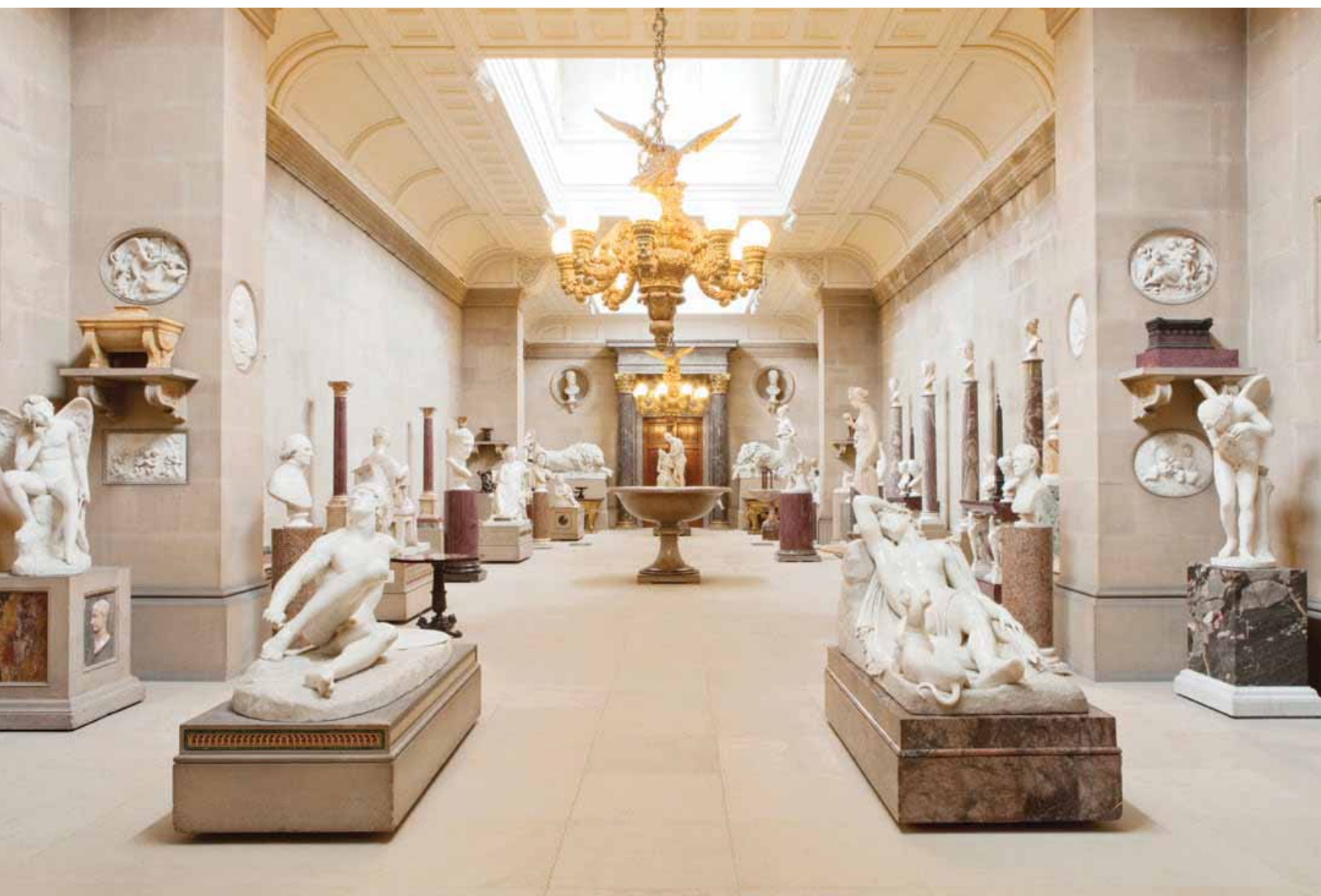
David Goodman - Sotheby's Executive Vice President for Digital Development and Marketing

Tate Modern, based in the former Bankside Power Station in London.



This season, Sotheby's is also debuting a new original series on the Museum Network. Dedicated to Chatsworth, one of England's most celebrated private houses and the seat of the Cavendish family for 16 generations, *Treasures from Chatsworth, Presented by Huntsman* goes inside the estate's magnificent art collection – one of the largest in Britain – and illuminates historic treasures ranging from Leonardo da Vinci's exquisite drawing *Leda and the Swan* to Antonio

Canova's sensual marble sculpture *The Sleeping Endymion*, as well as such contemporary installations as Jacob van der Beugel's massive *North Sketch Sequence*. The Chatsworth series "is the perfect way to launch our drive into original video content creation centered on the arts," Goodman says. "It will be the first of many original films that will reveal the wonder of art and collecting." To learn more about the museum network, go to museumnetwork.sothebys.com.#



The Sculpture Gallery at Chatsworth in Derbyshire.



The Brooklyn Museum in New York City.

FEATURE

Young





Museum, Old Cars

*Preserving Newport's Automotive History
at the Audrain Automobile Museum*

BY JEREMY MALCOLM

Digital Content Coordinator, RM Sotheby's

In the heart of the historic city of Newport, Rhode Island, stands a small building with a spectacular brick and terra cotta ornamented façade. Inside are some of the finest automobiles ever created, some dating back more than a century to the dawn of the automotive era. The carefully curated museum displays a rotating thematic exhibition of cars and motorcycles, each more exciting than the last. With over 200 cars in the collections, you might see an 1899 Crouch Steam Runabout, a 1969 Camaro, or Schumacher's 1997 Ferrari F310B F1 race car, highlighting the diversity and evolution of the automobile throughout history. With such quality and variety on display, it takes a lot of expertise to care for and display these cars with the respect they deserve. The man for the job is David de Muzio, Executive Director of the Audrain Automobile Museum. We sat down with David for a conversation about the Museum and the special automobiles that call it home.

◆ **RM: How did the Audrain Museum come to be?**

DDM: During renovation of the building three years ago, the guys with offices upstairs – all car enthusiasts – came up with the idea to start the Museum. We wanted a place to display the cars they were passionate about collecting, and share them with the public. The six retail spaces on the ground floor were converted into one exhibition space. It was all hands on deck in preparation for opening in October 2014. Since then, we have had over 55,000 visitors and have become a must-see destination.

◆ **RM: Where is the Audrain Automobile Museum located?**

DDM: On Bellevue Avenue, right next door to the International Tennis Hall of Fame and surrounded by some of the area's most historically significant buildings and museums. The Audrain Building, as it has always been known, is a significant late 19th century structure, an architectural gem in the neighborhood. The interior has beautiful cherry millwork, wood floors, and exposed steel trusses. It feels like a mix of boutique and industrial garage.

◆ **RM: What makes the Audrain different from other automobile museums?**

DDM: For starters, the quality of the automobiles on display is always exceptional. We take great care in displaying only the best of the best. A feature of our intimate exhibition space is that we are able to curate focused exhibits with 15–20 cars, with research and relevant artwork to help tell a good story. What's more, the entire exhibition space is changed up every four months, so there's often something new to see! We are also engaged in the car enthusiast community through our new website and social media.

◆ **RM: What events does the Museum attend or put on?**

DDM: The Museum plays host to and attends events all over the globe every year. We have entered cars in concours d'elegance events such as Greenwich and Amelia Island. We participate in local car events like the British Motorcar Festival in Bristol, Rhode Island, and The Boston Cup. This year we were a sponsor and participant in the Mille Miglia. With our new Audrain Motorsport division, we enjoy taking cars out to exercise on the track and participate in historic rallies. We also love gathering with enthusiasts for "Cars & Coffee" and car shows. Being involved in the community and working to become a hub for car enthusiasts in Southern New England has always been one of our driving interests.





◆ **RM:** How can you get involved with the Audrain Museum?

DDM: A central mission of the Museum is to engage and educate. Volunteers and student interns are a vital part of the Museum, not only to our operations, but also to the feeling of community we foster. If you don't have the time to volunteer, you can become a Museum member. Members enjoy free admission and access to special events, exhibits, and even wine tastings.

◆ **RM:** Is there a specific car that piques a lot of interest at the Museum?

DDM: We collect all types of vehicles, but the Museum's main curatorial mission is to acquire and preserve automobiles with Newport or southern New England history. We want to feature cars with local connections. Our first such car is a 1941 Cadillac limousine originally owned by Countess Gladys Vanderbilt Széchenyi, daughter of Cornelius Vanderbilt II. Driven until 1952 then retired to the Breakers stable, it sat up on blocks until the Museum acquired it last year. Well preserved, it didn't take much more than a tune up and good cleaning, and now drives beautifully. A recently acquired 1930 Duesenberg, originally owned by Nanaline Duke, and a 1925 Model T also have interesting local histories.

◆ **RM:** What can we expect if we walk into the Museum today?

DDM: Our current exhibit is "Big, Bold, & Brassy: Automobiles and Motorcycles from the Pre-war and Brass Era," which runs through February 2017. As the title implies, we are featuring some amazing vehicles ranging from horseless carriages to grand bespoke bodied touring cars. Expect lots of lavish designs, swooping curves, and brass details. #





Audrain Automobile Museum

222 Bellevue Ave
Newport, Rhode Island 02840
United States

www.audrainautomuseum.org
info@audrainautomuseum.org
401-856-4420

Members	Free
Adults	\$14
Seniors	\$10
Military and Students (with ID)	\$10
Children (6-17)	\$8

OPEN DAILY 10:00 a.m. – 4:00 p.m.

The SIMEONE FOUNDATION MUSEUM

Celebrating the Spirit of Competition

BY BILL ROTHERMEL, SAH
Special to SHIFT

If you like magnificent, one-of-a-kind cars with incredible provenance and historical importance showcased in a simple, yet effective environment, prepare to be wowed! And, set aside plenty of time to take in the scenery... in this case, many original, unrestored cars in as-raced condition. Welcome to automotive mecca – The Simeone Foundation Museum.





A pair of BMWs; a largely original, 16,000-mile 1937 328 Roadster replete with rear wheel spats and a 1938 example of the same in restored condition sans spats. The vintage photograph that shows the start of a race on the 18-mile circuit no less than with a field of BMW 328s as far as the eye can see.



1964 Cobra Daytona Coupe – CSX 2287 is the first of six Daytona Coupes to be built.

Located near the Philadelphia International Airport, just minutes off I-95, the Museum is housed in a former engine and transmission rebuild facility. The rather non-descript building is home to some 65 rare and sometimes famous cars from motorsports around the world. Beginning in 1909, the collection spans the decades through the mid-1970s. Dr. Fred Simeone, the Museum's founder, has had a lifelong passion for automobiles and began assembling his critically acclaimed collection while he was just a teenager. The renowned neurosurgeon serves as the Museum's executive director and starting in June 2008, he began sharing his collection of vintage racing cars, a collection he amassed over 50 years, with the public-at-large.

Simeone and his curatorial staff have wisely and logically organized the Museum as you follow racing's chronological timeline. The cars are simply mind-boggling. Arguably the collection's most important car is CSX 2287. The 1964 Cobra Daytona Coupe wearing its battle scars, it was the first of six Daytona Coupes to be built; it was also the first to race (Daytona 1964) and the last to race (Bonneville 1965), where it set



1909 American Underslung produced by the American Motor Car Company of Indianapolis, Indiana.

numerous records. It is the only one of the six coupes produced that remains in original condition and has the added significance of being the first car inducted into the HVA's National Historic Vehicle Register.

Then . . . there's the Alfas. Bellissimo! They include a 1925 RL Super Sport and a 1933 8C 2300 Mille Miglia Spider with coachwork by Castagna. The 1925 Super Sport was a regular speed trials competitor at Brooklands, while the 1933 8C bears a brass plaque declaring that it made 135.1 mph at Brooklands! There's a 1975 Alfa Romeo 33-TT-12 (the newest car in the collection) along with a 1933 8C 2300 Monza, Zagato, and a 1937 8C 2900A. Both 1930s Alfas placed second in the Mille Miglia concurrent with the model year of their manufacture and are characteristic of the days when Alfa Romeo was a boutique manufacturer of largely custom built, high-performance cars.



1938 Alfa Romeo 8C 2900B MM (another one of four built and the winner of the 1938 Mille Miglia).



1937 Alfa Romeo 8C2900A.

Perhaps the most striking exhibit is the Museum's take on the pits at Le Mans. Situated behind the Armco are fabulous examples of cars that have participated in the 24-Hour classic and all have equally fabulous stories to tell. Included are a 1933 Alfa Romeo 8C 2300 Le Mans, 1934 MG K3 Magnette, 1936 Aston Martin Le Mans, 1938 Peugeot Darlmat Le Mans, 1936 Delahaye 135S, 1954 Ferrari 375MM, 1956 Maserati 300S, 1958 Ferrari Testa Rossa, and a 1970 Porsche 917LH. A most impressive assemblage of vintage racers, to say the least.

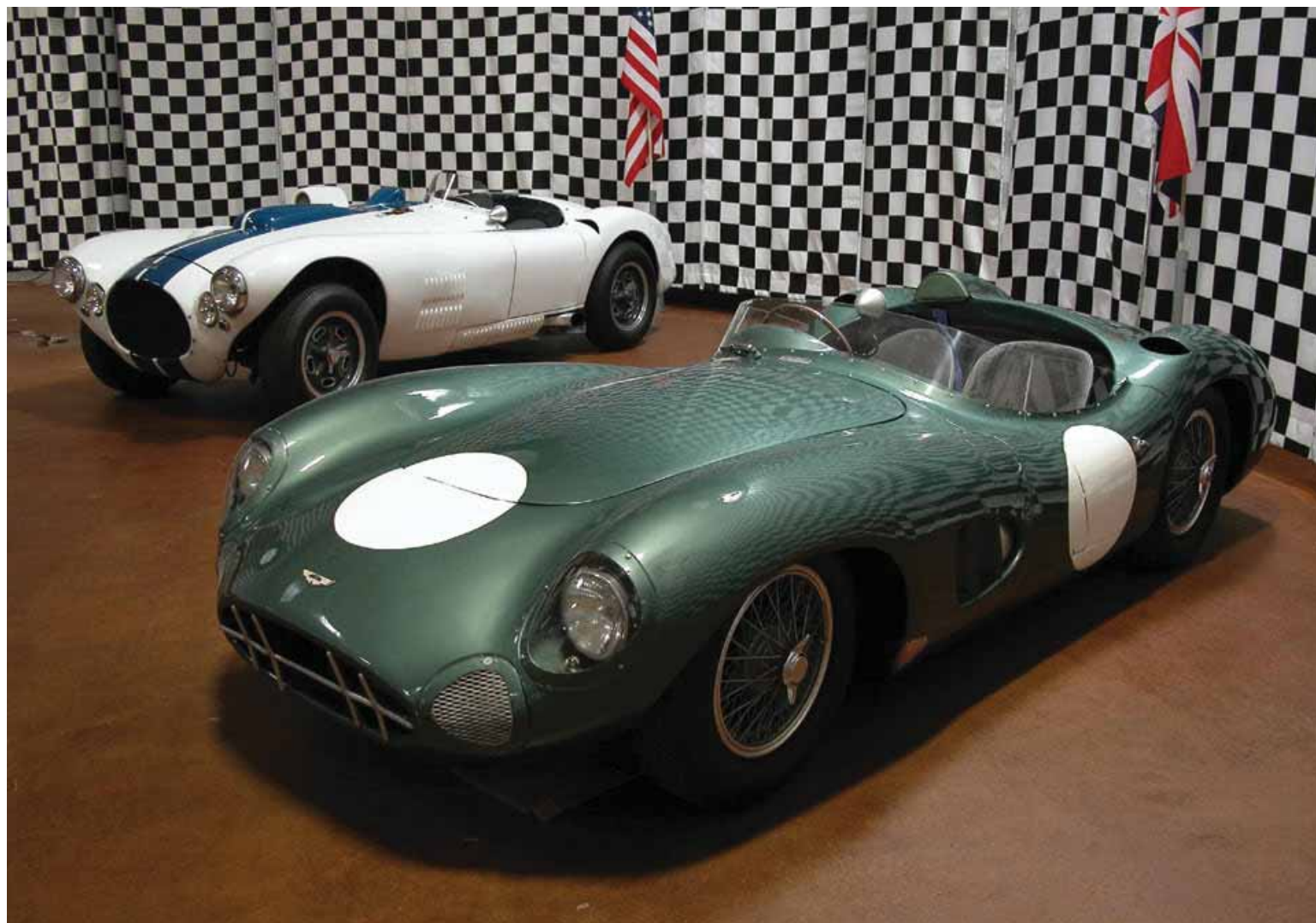
As if not enough, there is the "Winner's Circle" display – a simple black and white checkered curtain backdrop highlighting five winners from major competing countries; the United States, Italy, France, England, and Germany. You'll be sure to find yourself staring in amazement as you look at a 1927 Mercedes-Benz Sportwagen (winner of the 1927 Nürburgring Race), 1936 Bugatti 57G "Tank" (winner of the 1937 24 Hours of Le Mans), 1952 Cunningham C4R (one of four built and winner of the 1953 Sebring 12-Hour Race), 1958 Aston Martin DBR1 (one of four produced and winner of the 1958 Nürburgring 1000 KM), and a 1938 Alfa Romeo 8C 2900B MM (another one of four built and the winner of the 1938 Mille Miglia). It doesn't get much better than this.



1966 Ford GT40 Mk II and a 1967 Ford Mk IV.



The Museum's take on the pits at Le Mans.



1952 Cunningham C4R (one of four built and winner of the 1953 Sebring 12-Hour race), and 1958 Aston Martin DBR1 (one of four produced and winner of the 1958 Nürburgring 1000KM).

Simeone's story and his spectacular collection are chronicled in a coffee table-type book called *The Spirit of Competition* with beautiful photography by Michael Furman. In addition, he authored *The Stewardship of Historically Important Automobiles* in 2012, considered "the bible" on unrestored, original automobiles – both are excellent reads. The Simeone Foundation Museum is a 501(c)(3) non-profit organization open Tuesday through Friday, 10:00 a.m. to 6:00 p.m., and 10:00 a.m. to 4:00 p.m. Saturdays and Sundays (closed Mondays). The Museum features special exhibits along with its 21 galleries encompassing the permanent collection. Demo Days highlight cars that are exercised publicly, enabling visitors to both see and hear these magnificent vehicles. The Museum is located at 6825-31 Norwitch Drive, Philadelphia, 215-365-7233, or online at www.simeonemuseum.org. This is one place that belongs on any car guy or car gal's "must-see" list. With its accessibility to the Philly Airport, why not hop a flight, take a short cab ride, or Uber to the Museum, enjoy your visit, and fly home? Sounds like all in a day's work for any car enthusiast. ☛



1956 Jaguar D-Type Sports Racer.

A GRAND YEAR

The Petersen Automotive Museum

BY NIKKI RIEDMILLER, Account Executive, Kahn Media

Photography: David Zaitz

The Petersen Automotive Museum has had a busy year. With its grand re-opening last December after a year of closure for remodeling, the Petersen absolutely changed what people's expectations of an American automotive museum could be. Gone were the quaint street scenes and wall-to-wall hot rods—in their place went the most beautiful cars that Art Deco-era France could offer and a room full of the world's greatest silver cars. Now after a year of record-breaking attendance and hot on the heels of the debut of the stunning Art of Bugatti exhibition, the Petersen continues to look toward the horizon and embrace its mission to explore and present the history of the automobile and its impact on American life and culture using Los Angeles as a prime example.



“WE’VE ROLLED
OUT SOME TRULY
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HAS NEVER SEEN.”

Terry Karges, Executive Director of the
Peterson Automotive Museum

Led by automotive industry veteran Terry Karges and an incredible board of some of the biggest automotive collectors in the world, the Petersen is boldly standing in the spotlight that its stunning exterior and clean, stark interior has won it. The board of directors, led by world-renowned collector and museum founder Peter Mullin, and also featuring luminaries such as Bruce Meyer, David Sydorick, and Michael Hammer, has helped to carefully steer the museum toward a successful future by recognizing potential pitfalls and past mistakes, and tip-toeing around them. The first year for any institution can be rough, but the Petersen has weathered it well. To support the museum and its mission, RM Sotheby’s founder Rob Myers recently made a generous \$250,000 donation. The museum encourages visitors to experience the automobile through history, industry, and artistry past, present, and future, and RM encourages you to do the same.

“When we re-opened last December, we were very focused on coming out of the gate strong, and maintaining that pace has been our number one priority over the past year,” said Terry Karges, Executive Director of the Petersen Automotive Museum. “We’ve rolled out some truly spectacular exhibitions and unique automobiles that the public has never seen. We’re really proud of the work we’ve done in support of our mission here at the Petersen.”

One of the main ingredients for the Petersen Museum’s success is the highly influential and devoted membership club known as the Checkered Flag 200. Founded early on in the museum’s history by founding board director and current board member Bruce Meyer, the CF200 goes well beyond what most upper-tier museum memberships offer and provides real community and camaraderie. The members, instantly recognizable by their blue and brown letterman jackets, regularly participate in exclusive tours of private collections, go on drives and rallies, and receive the Petersen’s excellent *Finish Line* quarterly magazine. CF200 members are a regular sight at events like the San Marino Concours and Pebble Beach.



Interior exhibit 3rd floor. Photo by David Zaitz.



Precious Metal exhibit. Photo by David Zaitz.



The most important pieces of the Petersen's rebirth are the people who work there. The staff at the Petersen is comprised of an incredibly diverse group of people from a wide variety of personal and professional backgrounds. One thing that brings this group together to form a cohesive unit is a love of automobiles and the culture that surrounds them.

Some people, like Head Curator Leslie Kendall, have been with the museum since it opened in 1994. He has a nearly encyclopedic knowledge of the vehicles in the collection, from the one-off Pedrosa and its pre-war variable valve timing to the DeTomaso Pantera, which formerly belonged to Elvis Presley.



Leslie Kendall
Head Curator

Collections Manager Dana Williamson formerly ran a well-regarded restoration shop on the East Coast specializing first in Corvettes and then expanding into British cars before moving to California with his wife. His daily driver is a perfectly patinated Series II Land Rover, and he has a longstanding passion for classic motorcycles. His hands-on knowledge of the collection helps to keep it in tip-top shape.



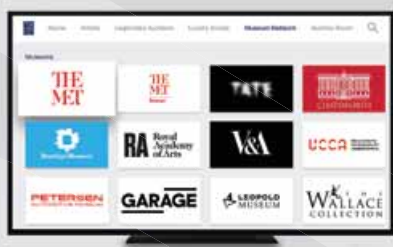
Dana Williamson
Collections Manager

The museum's mission is "to explore and present the history of the automobile and its impact on American life and culture using Los Angeles as a prime example." The staff at the Petersen goes about fulfilling it through exhaustive research into their incredibly deep archives of printed materials and ephemera as well as through the acquisition of vehicles and the creation of exhibitions that enthrall and fascinate the public. Because of this, the Petersen has earned its place as a truly world-class museum.

While joining the Checkered Flag 200 might not be within everyone's reach, with dues for the first year coming in at \$1,500 (still, a bargain when you consider the benefits), the Petersen's new 6060 membership program offers those who want to support the institution a chance to do so at a variety of levels, with single memberships starting at just \$84. The benefits for these memberships aren't exactly lacking either, with unlimited entrance to the museum, a discount at the museum store, and access to lots of exciting members-only events like curator talks and members-only movie nights.

One of the biggest events on the Petersen's calendar is its annual gala. The event, which this year was hosted by James Corden at the museum on October 22nd, featured an incredible performance celebrating the music and dance of the 1930s, 40s, and 50s. There were numerous costume changes and incredible lighting. Food came from the Petersen's exclusive catering partner, Drago, and was absolutely stunning. Tickets to the gala aren't cheap by any means, but year after year, the Petersen commits to elevating its game and giving a far richer experience than the ticket price would suggest.

For an even closer look inside the Petersen's remarkable collection and exhibitions, make sure to visit Sotheby's Museum Network, a new online destination that brings together content from the world's leading museums and makes them accessible to Sotheby's vast global audience of art lovers and collectors. Extraordinary content from the Petersen joins other legendary institutions such as the Metropolitan Museum of Art in New York, Tate Galleries in London, and the Ullens Center for Contemporary Art in Beijing, streaming across the Network's variety of platforms, including Sotheby's website, Apple TV, and Amazon Fire TV.



Interior exhibit ARTISTRY 1st floor. Photo by David Zaitz.





Petersen Automotive Museum
6060 Wilshire Blvd
Los Angeles, CA 90036
323-930-2277
info@petersen.org
OPEN EVERYDAY
10:00 AM - 6:00 PM

PISTON HEAD II:

A Limited Engagement of Important Automotive Art

BY ALEXANDER WEAVER, *Car Specialist, RM Sotheby's*

It's rare that one makes the journey to the east side of downtown Los Angeles to witness a uniquely curated group of important art cars, but it proved to be entirely worthwhile. Amidst industrial buildings surrounded by big rigs, eighteen-wheelers, and box trucks stood a delightfully refreshing and out of place pink building contrary to anything within a mile radius—easily. That's where the latest Venus Over Los Angeles automotive installation took place: "Piston Head II: Artists Engage the Automobile." There were 14 different

pieces on display, ranging from a wild school bus to a classic Harley-Davidson, and even a compressed car that had been crushed to a cube. My personal favorite, Keith Haring's 1982 Land Rover, was out on loan at the Petersen Automotive Museum, but a few of the other highlights were equally as impressive, including a 1970 Dodge Challenger drag car finished matte grey acrylic by Richard Prince and a 1975 Pontiac Gran Ville Convertible by Kenny Scharf. The Kenny Scharf contribution, *Daisymobile*, 2014, was unlike any custom 1970s car

one would see anywhere. It was blue and black with touches of pink and scenes of an ocean seascape all over it. The fins on the front and rear fenders were molded on and painted to look like fish shooting forward—an extreme design with unrivalled craftsmanship. The Swarovski crystals adorning the car were not to be missed! Seeing all of these wild and awe-inspiring pieces in this creative space made for a very worthwhile journey to east LA, one that I will continue to make for as long as they maintain these intriguing exhibitions. ■







Through the Eyes of a Collector

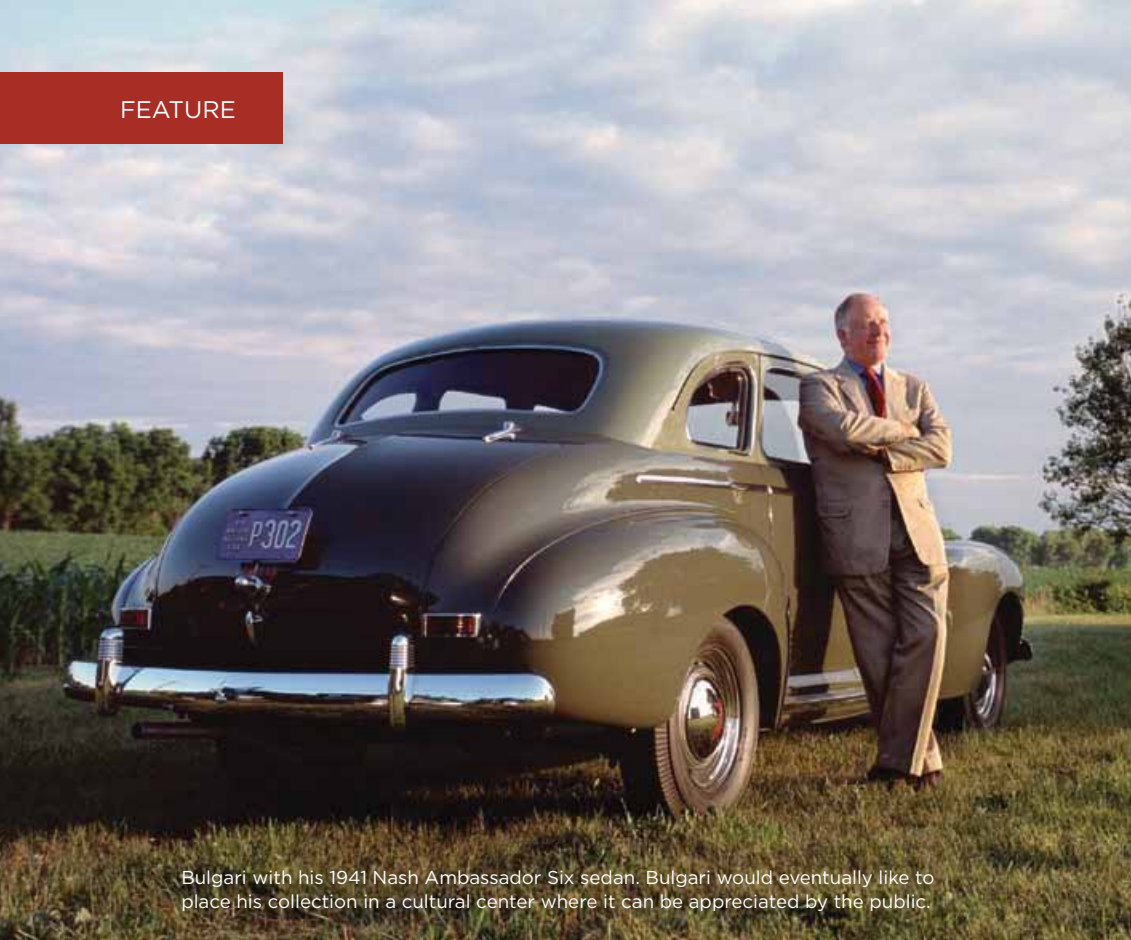
*Preserving America's Automotive
History with Nicola Bulgari*

BY ANDREW OLSON, SENIOR INTERN, RM SOTHEBY'S

Photography: Timothy White

Nicola Bulgari, vice-chairman of the Italian luxury brand Bulgari, has been building his immense collection of classic American cars for more than 30 years.

His mission is not just to collect cars, but also to help document the history and innovation of the American automotive industry for generations to come. His collection of 250 cars is split between Rome, Italy, and his 21-acre facility in Allentown, Pennsylvania. He is an avid supporter of the Historic Vehicle Association and countless museums.



Bulgari with his 1941 Nash Ambassador Six sedan. Bulgari would eventually like to place his collection in a cultural center where it can be appreciated by the public.

RM: You grew up in Italy, home to some of the most beautiful cars ever created. Why do you exclusively collect American Classics?

NB: A long time ago, I thought that American cars were not getting the appreciation they deserved, and unfortunately, I ended up being right. There is an attitude among European collectors against American cars, and it really is too bad. Even most Americans don't appreciate American cars like they should. Everyone wants prestigious cars like Mercedes and BMW, and the American Classics, which were often better engineered and more innovative, are somewhat forgotten. I want to preserve American cars and show everyone how great they are. They are so much more reliable, often better engineered, and even cheaper to maintain than their European equivalents. Even Rolls-Royce was not on the same level as Packard in the 1930s.

RM: What was your first car?

NB: My first car was a Fiat, but soon after that I had a Buick. This was when I began to love American cars, and Buicks make up a large portion of my collection today.

RM: Is there a modern car that you enjoy driving as much as your classics?

NB: The Cadillac CTS-V really is one of the greatest cars ever built. It is fantastic, and so much better than anything from Mercedes. Even in America, everyone wants the brands that have prestige, but in reality, those cars are over engineered and too expensive.

RM: How did Keith Flickinger come to work for you and manage your collection?

NB: I had an accident with one of my cars, and a friend recommended Keith as the person who should fix it. He did a great job, and I knew he would be the best person to help build my collection. He makes sure they are all ready to drive and oversees all the restorations.

RM: How did part of your collection come to reside in Allentown, Pennsylvania?

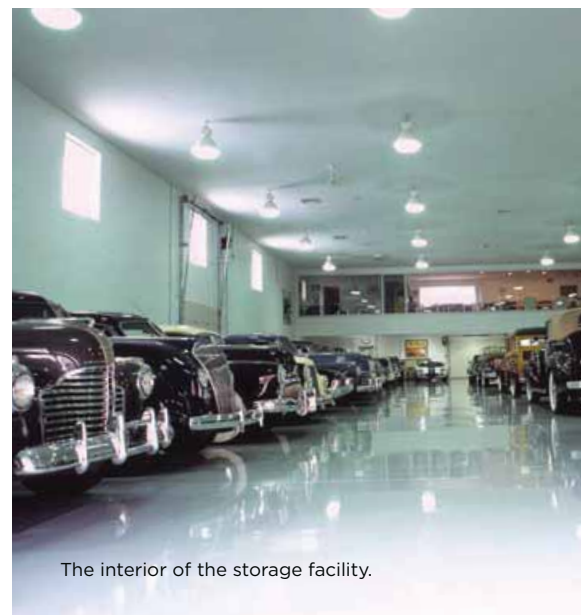
NB: Keith was there and the land was available, so it was just circumstances. I'm very pleased with what we've done there. Allentown was a dead place, but thanks to the mayor, who is a very good man, it is coming back. I'm glad to have been a part of that, and today it is a great place.

RM: What made you decide to add the paved roads, drive-in movie theatre, and guest buildings around your property in Allentown?

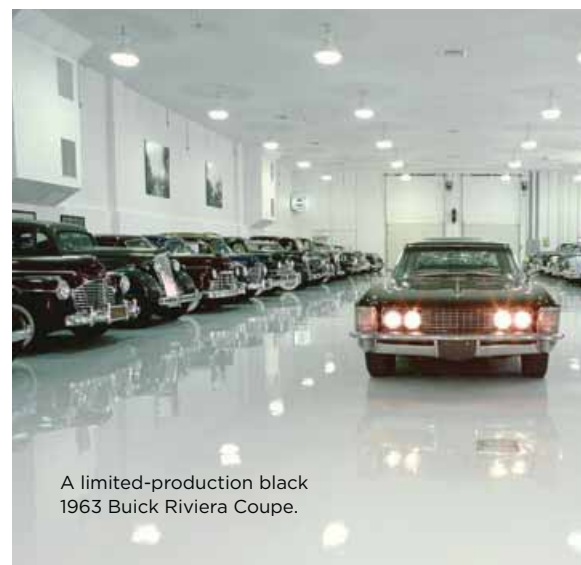
NB: I built the paved roads as a place where the cars could regularly be driven. There used to be a drive-in movie theater on the property, so we decided to restore it. We have slowly developed the property and today, it is a perfect place to host classic car gatherings and shows.

RM: How did you become so involved with the LeMay-America's Car Museum?

NB: I've always done all I can to help them. I started out loaning them cars for a few months, and it just went from there. Their goals of classic car preservation and education are similar to my own, so it makes sense for me to support them.



The interior of the storage facility.



A limited-production black 1963 Buick Riviera Coupe.

RM: Recently you have built some buildings for the Historic Vehicle Association on your property in Allentown. How did this come about and why?

NB: I am happy to help the Historic Vehicle Association (HVA) and assist in its goal of documenting America's most historic cars. I've tried to do the same with my collection, and together we can do so much to preserve the core of the American automotive industry. The HVA's research laboratory is located on my property in Allentown.

RM: How many cars are currently in your collection between America and Italy?

NB: There are about 250 cars in total, and I usually have 40 to 45 of those kept here in Rome. When the cars in Rome need maintenance or servicing, I have them brought back to Allentown so Keith can work on them.



The Buick Club of America celebrated its 50th anniversary at the NB Center for American Automotive Heritage in Allentown, Pennsylvania, in July 2016.



Bulgari, vice-chairman of his namesake jewelry and luxury goods company, has always been passionate about vintage American cars.

RM: Can you tell us about the Chrysler 300 you recently had built at Rick Hendrick's race shop?

NB: I bought a Chrysler 300 that was beautiful but did not drive how I thought it should. I took it to Rick Hendrick, and we decided to build a brand new chassis for the car and completely re-do it to create something truly special. The exterior and interior look completely stock, but underneath everything is brand new. It drives like a new car. I've done the same with a few other cars, including a 1947 Cadillac Limousine.

RM: Is there a certain car of yours that you enjoy driving most?

NB: I drive all of them and enjoy them equally, despite their differences. I enjoy driving a '50s Buick as much as I enjoy driving a Marmon. A Marmon has a great engine but drives like a truck—a nice truck, but still a truck. A Packard, on the other hand, is one of the smoothest driving cars of its era. Each car is so different but still great in its own way.

RM: What is it about the history of the cars that motivates you to support organizations such as the HVA and the LeMay Museum?

NB: There is so much to talk about and so much to learn. I can tell you with great humbleness, that I know nothing. The more I see and learn, the more I know that I know nothing. The romance of the American automobile is so great and so vast that it is very difficult to capture. There is always something new to learn, despite how much you know, and so much has been forgotten. Everyone remembers Henry Ford and the story of the Model T, but how many people would remember who Chrysler was? That's the sad part. He certainly was as much of a genius as Henry Ford, but everyone remembers Ford. From 1925 to 1935, those were the years. Cars came along, but so many brands have been lost since, including Nash, Graham, and countless others. There is so much to learn on a daily basis.

RM: Is there a historian or writer who stands out to you for doing the most to preserve the history of the American automobile?

NB: Beverly Rae Kimes knew more than anyone, and I wish she were still around. She wrote a book, *Packard: A History of the Motor Car and the Company*, which was absolutely the ultimate about Packard. It captures the intricacies about the cars that make them fascinating. She was self-taught and for years wrote for *Automobile Quarterly*.

RM: What car would be the last you would sell and why?

NB: It would have to be my 1934 Buick Coupe. You have to understand how great it was, then and now. It wasn't the most expensive car, but it drove like nothing else on the road. ■



Bulgari's 10,000-square-foot Pennsylvania storage facility houses more than 50 vehicles, including several Buicks. Among them are a wood-paneled 1940 Super Estate Wagon, a pale blue 1954 Skylark Convertible, and a black 1938 Limited.



ABOUT THE

Historic Vehicle Association

The HVA is dedicated to preserving, sharing, and fostering an appreciation of America's automotive heritage. In 2014, the HVA established the National Historic Vehicle Register. Working with the U.S. Dept. of the Interior, Heritage Documentation Programs and Library of Congress, their aim is to document historically significant automobiles in America's past. To date, the HVA has recognized 15 of the Nation's most historic automobiles, ranging from the first Shelby Cobra Daytona Coupe to the 1962 Willys 'Jeep' CJ-6 used by Ronald Reagan on his ranch in California. Each vehicle the HVA has documented demonstrates the many unique ways that automobiles have shaped the history and culture of the United States.

The HVA opened their National Laboratory in Allentown, Pennsylvania, in July of 2016 with the announcement of the Buick Y-Job's induction in the National Historic Vehicle Register. The National Lab is a pristine, purpose-built, state-of-the-art facility for automotive photography, photogrammetry, 3D scanning, videography, and the HVA's growing physical and digital archives. The laboratory was built to standardize and streamline the expansion of the National Historic Vehicle Register program.

The laboratory environment includes a large 40 ft. × 40 ft. white room with infinity walls on all sides and turntable integrated into the floor to precisely rotate historic automobiles for highly detailed photographic documentation. The laboratory is believed to be the only facility of its kind in the world. The work done here will provide current and future generations a highly detailed, accurate, and consistent record of some of the Nation's most significant automotive treasures.

The design, development, construction, and ongoing maintenance of the HVA National Laboratory has been underwritten through the generous support of the NB Center for American Automotive Heritage.

The HVA is supported by over 400,000 individual historic vehicle owners, key stakeholders, and corporations such as Shell (including their Pennzoil and Quaker State brands), Hagerty, American Fuel and Petrochemical Manufacturers, as well as individual benefactors.

www.historicvehicle.org

A Driver's Docent

Your Guide to the World's Best Car Museums

BY ERICA REAUME

Director of Marketing, RM Sotheby's

A museum is no longer a place where boring exhibits are presented on dusty shelves. Modern museums present fascinating stories about the past, often presented with the use of modern means and carefully thought out or even simplistically designed displays. We'd like to invite you to take a walk through a selection of interesting, famous, and must-see automotive museums located around the world, where visitors are invited to better appreciate the history, industry, and artistry of the automobile.



The Porsche Museum

Location: Stuttgart, Germany

Founded: 1976

porsche.com/museum

More than 80 vehicles and many small exhibits are on display in a unique ambience at the Porsche Museum. In addition to world-famous, iconic vehicles such as the 356, 550, 911, and 917, the exhibits include some of Porsche's outstanding technical achievements from the early 20th century. As a living automobile museum, the Porsche Museum presents numerous special exhibitions on specific topics or meaningful anniversaries. As a result, exhibits are changed on a regular basis, and visitors always find something new to discover.



The Mercedes Museum

Location: Stuttgart, Germany

Founded: 1936

www.mercedes-benz.com/en/mercedes-benz/classic/museum/

The Mercedes-Benz Museum is the only museum in the world that can document, in a single continuous timeline, the 130 years of auto industry history from its very beginnings to the present day. On nine levels and covering a floor space of 16,500 square metres, the Museum presents 160 vehicles and over 1,500 exhibits. As a place of innovation where visitors experience a unique journey through automotive history, it also demonstrates that history can point the way ahead.

Donington Grand Prix Collection

Location: Leicestershire, England

Founded: 1973

donington-collections.co.uk





Cité de l'Automobile, the Schlumpf Collection

Location: Mulhouse, France

Founded: 1966

citedelautomobile.com

The world's leading car museum! Bugatti, Rolls-Royce, Mercedes – all the prestigious car-makers are on display. The museum affords a unique, impressive panorama glorifying the automobile industry from its very beginnings to modern times, with a star place reserved for the car considered to be the most prestigious in the world – Ettore Bugatti's very own Royale. The museum offers high-performance interactive facilities, including 28 films on plasma screens, a Formula 1 driving simulator, and mini go-karts.

Museo Ferrari

Location: Maranello, Italy

Founded: 1990

museomaranello.ferrari.com

The Maranello Museum tells the story of Ferrari past and present. Its roots, in fact, lie deep in the Prancing Horse's extraordinary history, spanning the most famous and successful Formula 1 cars, their legendary Sports Prototypes and GTs, and their most significant road cars. Once inside the Museum, visitors will enjoy a host of amenities, including a cinema, Formula 1 simulators, a photographic set to have your photo taken in a Ferrari, the opportunity to try a real tire change, the Ferrari Store, and much more.



Musée des 24 Heures

Location: Circuit de la Sarthe, Le Mans, France

Founded: 1961

musee24h.sarthe.com

The 24 Hours – Circuit de la Sarthe museum presents the great History of the 24 Hours of Le Mans and the evolution of cars. Through a dynamic visit, mixing technical culture and industrial heritage, visitors will discover more than 100 exceptional cars and many collectors' objects, dozens of films, and archive photographs. The vehicles on display come from Sarthe's departmental council's collections, from "Centre Culturel de la Sarthe" to "l'Automobile Club de l'Ouest," as well as private owners who entrusted them to the museum.



The Donington Collection is the largest collection of Formula 1 and other racing cars in world, with over 130 exhibits. Famously containing the largest collection of Williams and McLaren F1 cars, the collection is also home to cars ranging from several decades of Formula 1, including the only complete set of Vanwall machines, raced by Stirling Moss. The collection has since expanded from its opening and now includes fascinating exhibits from World War II, including tanks, armoured vehicles, and ultra-rare motorbikes. A unique experience with every visit!

The Revs Institute

Location: Naples, Florida

Founded: 1896

revsinstitute.org

The Revs Institute is the premier destination to study and explore one of the largest archives of automotive history. A not-for-profit organization, the automobiles on display are some of the rarest and most important cars ever built at any time, anywhere. They are the ones that variously blazed technical pathways, redefined aesthetic standards, made history, and changed the world. Don't forget to check out the ever-expanding library of rare books, photographs, documents, and ephemera—a haven for scholars, preservationists, and passionate connoisseurs of automobile history.



The Nethercutt Collection

Location: Sylmar, California

Founded: 1971

nethercuttcollection.org

The Nethercutt Collection features rare collectibles ranging from automobile mascots to antique furniture to clocks and watches, as well as one of the world's finest collections of Mechanical Musical Instruments. Spanning four floors, there are over 250 American and European automobiles dating from 1898 to 1997, including various Pebble Beach Concours d'Elegance winners and cars once owned by movie stars, royalty, and other notable personalities. Unique to automobile museums, each car on display is attentively serviced and maintained to remain as drivable as when the vehicle originally rolled off the showroom floor.



The Mullin Automotive Museum

Location: Oxnard, California

Founded: 2010

mullinautomotivemuseum.com

A tribute to French automotive styling, the Mullin Automotive Museum is overwhelmingly impressive. Its vast exhibition space reflects the Grand Palais in Paris, encouraging visitors to get up close and personal to the remarkable collection. The museum is about more than cars — there's furniture, paintings, and sculptures that also celebrate the Art Deco movement. If you find yourself in Los Angeles, make sure to find the time to visit, if only to learn more about this pivotal era in automotive history.





The Henry Ford Museum

Location: Dearborn, Michigan
 Founded: 1929
thehenryford.org

Through themed collections and interactive exhibits, the Museum pays homage to some of the United States' most important and prolific thinkers and doers that have shaped America. From the Model T through the Ford Trimotor aircraft, the chair where Abraham Lincoln was shot, to the bus that carried Rosa Parks, the limousine that President John Kennedy was assassinated in, and everything in between. This large indoor-outdoor complex and National Historic Landmark is a force for sparking curiosity and inspiring tomorrow's innovators—certainly a destination for any enthusiast not to miss.

America's Car Museum

Location: Tacoma, Washington
 Founded: 2012
americascarmuseum.org

The ACM is an international destination for families and auto enthusiasts to celebrate America's love affair with the automobile. The stunning 165,000-square foot facility features 12 rotating exhibits and houses several automotive artefacts and over 350 automobiles spanning over 100 years of automotive history, mostly including cars collected by Harold LeMay in his attempt to own every American vehicle ever made. The cars on display are notable for their speed, technology, design, and include both domestic and foreign marques. A true gathering place for all fanatics to celebrate the automobile.



The Antique Automobile Club of America

Location: Hershey, Pennsylvania
 Founded: 1993
aacamuseum.org



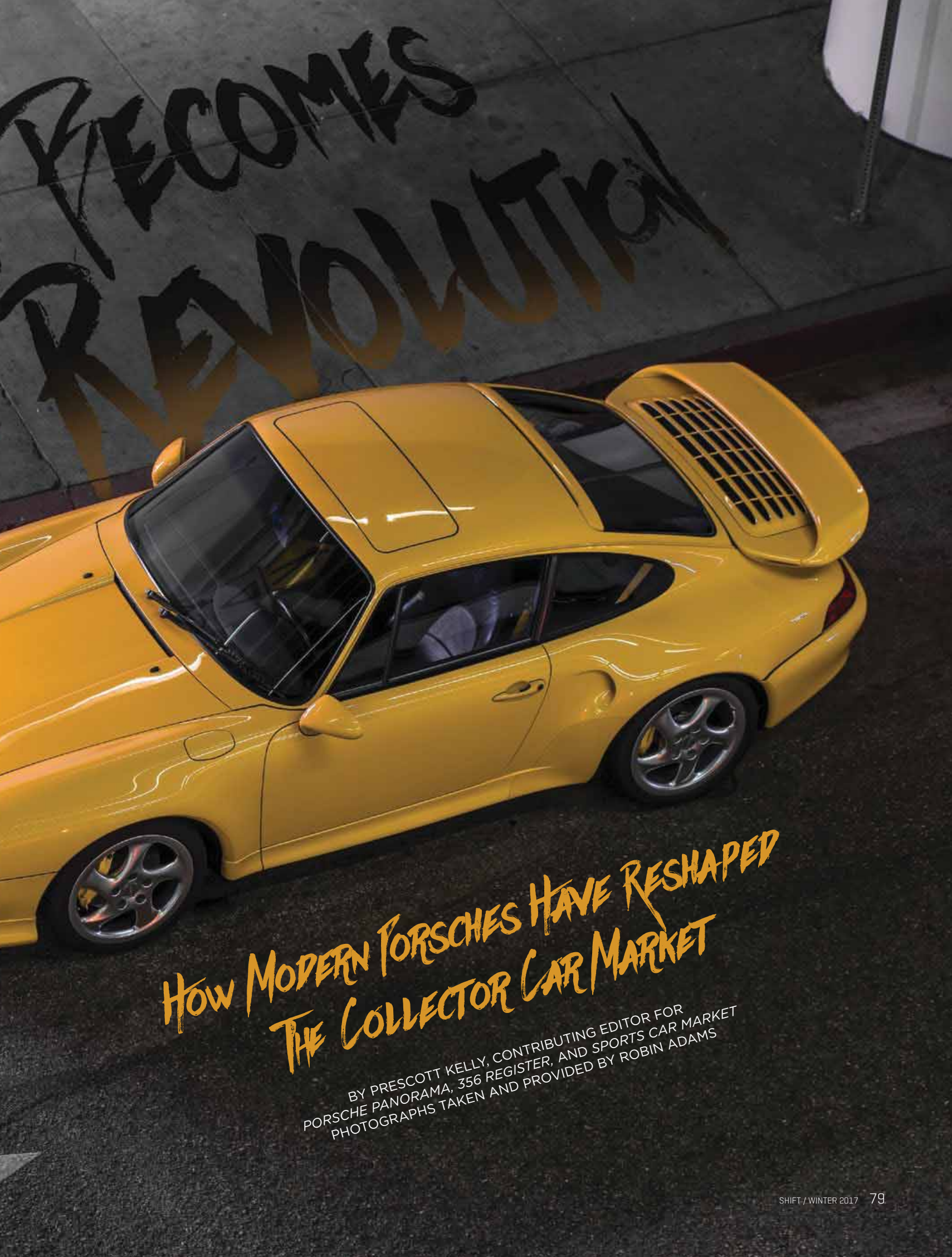
A notable tourist attraction in a town of tourist attractions, the AACA Museum is a fully functional not-for-profit museum dedicated to preserving cars and artefacts for display, entertainment, and education. Children and adults

of all ages can explore numerous vintage vehicle displays and interactive exhibits featuring cars, buses, motorcycles, and other automobiles. The museum frequently changes and updates its displays, as well as hosts a number of events each month, including the Night at the Museum, which is presented by RM Sotheby's during its annual Hershey auction. #

SPOTLIGHT: PORSCHE

Blogs and "letters to the editor" have questioned and bemoaned the last five-year run-up in the prices of modern collectible Porsches – 928s, 959s, 964s, 993s, all GT2s, some selected GT3s, recently Carrera GTs, and their kindred.





HOW MODERN PORSCHEs HAVE RESHAPED THE COLLECTOR CAR MARKET

BY PRESCOTT KELLY, CONTRIBUTING EDITOR FOR
PORSCHE PANORAMA, 356 REGISTER, AND SPORTS CAR MARKET
PHOTOGRAPHS TAKEN AND PROVIDED BY ROBIN ADAMS



Prescott Kelly is the Porsche Contributing Editor for *Sports Car Market*, writes the "Marketwatch" column for the *356 Registry Magazine*, and writes the 15-page "On the Market" features for *Porsche Panorama* – the magazine of the 110,000-member Porsche Club of America. He is also a Past National President of the Porsche Club. Prescott has 356s through early 911s to a 993 RS, plus a new Boxster Spyder. He specializes in original paint, the preservation of older Porsches, and 964-993 "uber-Porsches" that were not imported to America originally.

BY PRESCOTT KELLY

To the historically aware or longtime market watchers, this move was no surprise. The predictable aspect is rooted in demographics. When an age group gets to its prime earning power, its members want the cars they lusted after as youths. What were the intently watched cars "down the street" and the poster cars on those teenagers' bedroom walls? Thus, in our lifetimes we have had booms, busts, and some recoveries in tri-five (1955–1957) Chevies, muscle cars, almost all two-seat Ferraris, and, more recently, long-hood (1964–1973) Porsche 911s and all Porsche 930s.

The 964, 993, and 996 Factory-built "hot rods" were predominantly models never imported into North America. We read about them in European magazines and on websites, but those cars were unobtainable for most people. Some few of these Porsches were entered as race cars or brought across the border illegally from Canada. Some other cars came in legitimately, consigned to a Registered Importer (a licensed, bonded shop that can do the required modifications). RIs fully modified cars to comply with all DoT and EPA standards, a proposition for only the rich or the truly committed.

That reality had changed when DoT passed a rule allowing for the importation of non-U.S.-spec cars that were not available as U.S. models and were historically and technologically significant. But to get "Show or Display" classification from DoT, you needed to write a cogent 8th grade term paper (with supporting documentation) on the make and model. If DoT approved that car, examples could be imported free of DoT-required U.S. safety modifications after a fairly simple application process in which you agreed to limit driving to 2,500 miles per year.

Approved cars nonetheless had to comply with EPA clean air standards, usually requiring the installation of U.S.-spec catalytic converters and then extensive testing. The leader of DoT's qualification team has always been Richard Merritt, author/co-author of books on Ferrari and Porsche, co-founder of the Ferrari Club of America, vintage racer, and car collector. Dick is very knowledgeable and approves only legitimately rare and significant cars.

Two meaningful facts are that EPA requirements expire on January 1st—21 years after the year of a car's manufacture, while DoT standards expire on the day/month/year that is the 25th anniversary of

"THE 993 GT2 IS THE ALPHA MALE OF THE AIR-COOLED ERA. IT'S STUNNING, FROM ITS MOTORSPORT CHASSIS, TO THE GT1-BASED 430-450 HORSEPOWER ENGINE, THROUGH THE SHORT-THROW SIX-SPEED, DRIVING ONLY THE REAR WHEELS. NO FOUR-WHEEL DRIVE SAFETY NET IS WANTED. THE GT2 IS THE ORIGINAL 'WIDOW MAKER.'"

Alan Benjamin, Boulder, Colorado
Vintage and club racer, Porsche collector



"THE 964 RS [3.6-LITER] IS THE DIRECT STREET ANALOG TO THE 964 CUP CAR. IT IS AS LUXURIOUS AS A COVERED WAGON WITH AS MANY OPTIONS AS AN OLD HORSE. IT IS NOT A CAR THAT'LL IMPRESS YOUR GIRLFRIEND, FERRARI FANS, OR THE GENERAL POPULOUS. IT EAGERLY IMPRESSES ITS DRIVER WITH FEATS THAT BEFIT ITS TRACK-HONED COMPONENT LIST."

Jeff Smith, Bend, Oregon

Car scout extraordinaire and Porsche collector

the build date. Show or Display status for 993 RSs had been around for a few years when your author migrated to these later Porsches in 2011. In quick order, we submitted DoT applications for 993 GT2s, 964 Carrera RS 3.8s, 964 Turbo S Leichtbaus and Flachbaus, 2004 GT3 RSs, and 997 Sport Classics. The 964 RS 3.6-liter has always been a special case, denied Show or Display years ago as not sufficiently rare with almost 2,300 built.

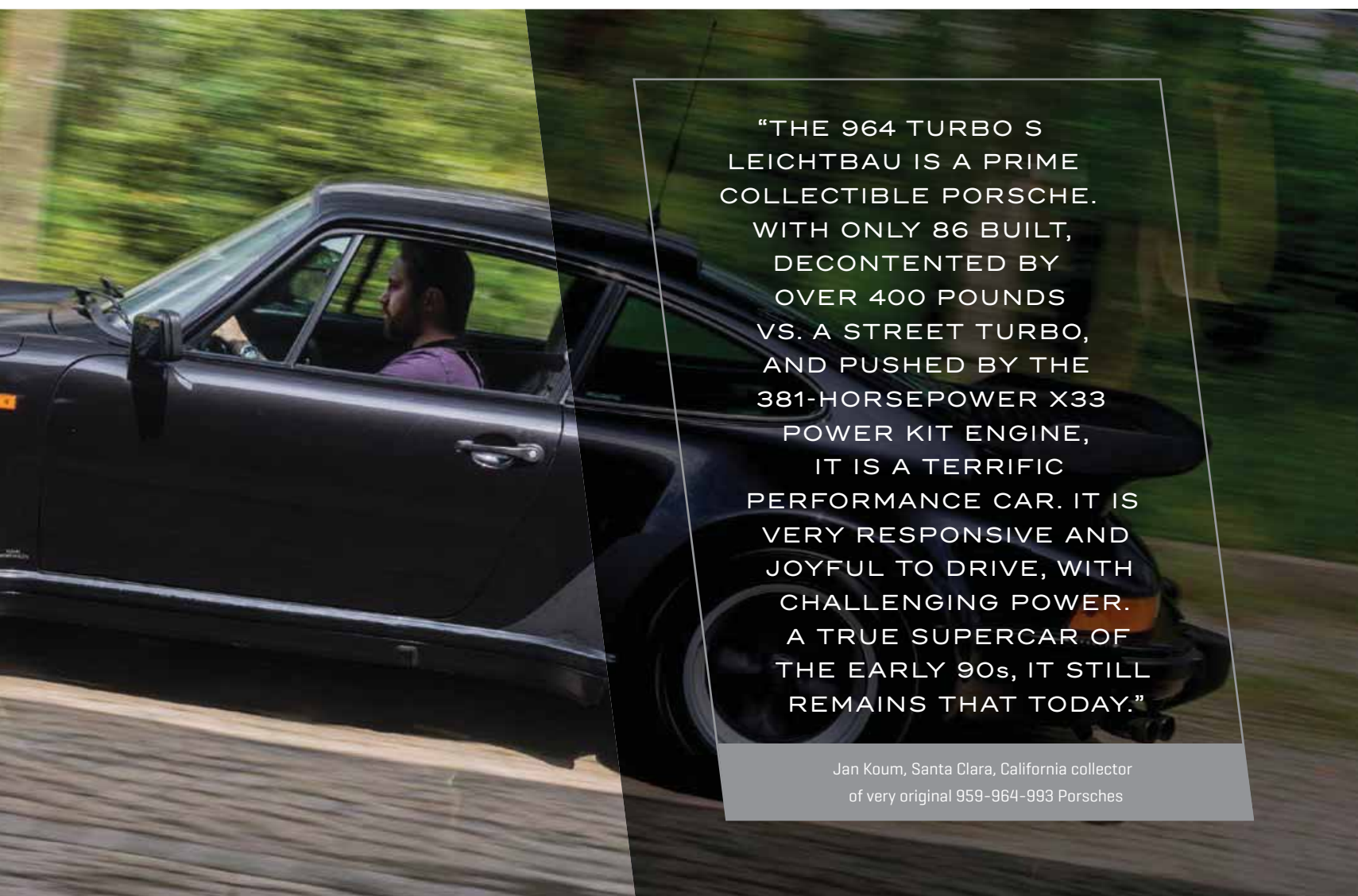
The new demographic wants cars they can drive and enjoy—often and a lot. Showing cars in concours is in decline. Racing them is up. The modern cars offer more performance, reliability, and comfort than their predecessors on top of being the dream cars of their teen years. We see that same motivation permeating the market for Ferraris, Aston Martins, Lamborghinis, and even Corvette's special models.

Starting in 2012, the confluence of post-boomers getting to their good earning years and the Show or Display approvals for these rare Porsches resulted in increased importation of 964, 993, and later models. The trend became a rush when the cars got to be 21 years old and the EPA modifications were not required. As awareness blossomed, prices boomed. For example, 993 RSs were \$200,000 in 2012, \$450,000+ now; 993 GT2s were \$375,000 in 2012, \$1,200,000–\$1,500,000 now with an outlier hitting \$2,500,000 recently.

"THERE IS NO OTHER CAR THAT HAS MANAGED TO EXCITE AND INVOLVE ME AS INTENSIVELY AS MY CARRERA GT. EVERY TIME I DRIVE IT, 10,000 MILES SO FAR, I FIRST HAVE TO GET MY SENSES UP TO SPEED. THE CGT INTIMATELY ENVELOPES YOU AND YOUR EVERY INPUT TRANSLATES TO THE ROAD AND VICE VERSA. IT CHECKS EVERY BOX AND IS ONE OF THE LAST GENUINELY ANALOG SUPERCARS."

Joerg Ineichen, San Diego, California Porsche collector in polite competition with his Porsche-collecting brothers





"THE 964 TURBO S LEICHTBAU IS A PRIME COLLECTIBLE PORSCHE. WITH ONLY 86 BUILT, DECONTENDED BY OVER 400 POUNDS VS. A STREET TURBO, AND PUSHED BY THE 381-HORSEPOWER X33 POWER KIT ENGINE, IT IS A TERRIFIC PERFORMANCE CAR. IT IS VERY RESPONSIVE AND JOYFUL TO DRIVE, WITH CHALLENGING POWER. A TRUE SUPERCAR OF THE EARLY 90s, IT STILL REMAINS THAT TODAY."

Jan Koum, Santa Clara, California collector
of very original 959-964-993 Porsches

"IN COMING YEARS, COLLECTORS WILL RECOGNIZE THE GT2 RS AS ONE OF THE MOST IMPORTANT SUPERCARS OF THE MODERN ERA - PORSCHE'S AS WELL AS OTHERS. THE GT2 RS IS A 911 IN APPEARANCE AND SOUL, WITH PERFORMANCE THAT RIVALS OR EXCEEDS MORE RECOGNIZED OFFERINGS FROM FERRARI AND MCLAREN."

Michael Kelter, Birmingham, Michigan
Collector of the rare examples from Porsche's modern era



It came to a head at RM Sotheby's London auction on September 7th. A Stuttgart-based collector consigned eight Porsches, of which five were modern 964 and 993 Factory "hot rods." The level of interest surprised even the pros. Auction day saw a bevy of Americans in attendance, people from all over Europe, some notable Middle East collectors, and a lot of telephone bidders. Some of the Porsches were fine examples – one owner, very original, low mileage, with full paperwork. Competition was intense. Prices set world records for several models, including the 964 Turbo S Leichtbau, 964 Carrera RS 3.8, 993 RS Club Sport, and 993 GT2 – the last in a

rare, desirable paint color: Riviera Blue.

There are similar climbing valuations on the fewer North American-supplied Porsche supercars, among which we include all generations of GT2s, Carrera GTs, obviously 918 Spyders, but also some lesser-known models such as the 928 GTS. We omit the various U.S.-spec GT3 RSs, except for the 2011 4.0-liter, because of the higher production quantities. However, GT3 RSs in unusual colors or with very low mileage have broken the bank recently.

Prices on modern collectable Porsches go up dramatically with rare specifications, either loaded with options or thoroughly decontented to be very

lightweight. It is difficult to know in advance how to best spec a Porsche order, but basically, decontenting works better on already lightweight cars such as a GT3 RS 4.0-liter or a 911R, while loading up on options works better on cars that might already be heavy or have standard equipment such as air conditioning and radios or sunroofs, such as a 964 Turbo S Flachbau or 997 GT2 RS. The more expensive the option, the more rare, and more desirable later, it will probably be. Seldom-seen bright paint colors also rate a premium. Happy is the man who ordered his uber-Porsche in a special order or paint-to-sample blue, green, or orange, even violet/pink/purple. ■

ROW STREET CARS – NOT IMPORTED INTO NORTH AMERICA WHEN NEW

Model	Years Made	Number Made*	Price Range**
959	1987–92	308	800–1,350
959S	1988	29	1,800–2,500
964RS Basic a.k.a. LW	1991–92	1,910	250–425
964 RS Touring		76	275–450
964 RS NGT (CS)		290	275–450
964 RS 3.8-Liter	1993	55	1,000–1,500
964 Turbo S Leichtbau	1993	86	1,100–1,350
964 Turbo S Flachbau X83	1994	10	650–950
X84		27	700–1,000
X85		39	700–1,100
"Package Car" X85		17	800–1,250
GT1	1996–97	22***	4,500–7,500
993 RS	1995–96	1,114	325–500
993 GT2	1995–98	194	900–1,350
996 GT3 RS	2004–05	681	275–350
997 Sport Classic	2010	250	325–400

U.S./Canadian Models	Years Made	Overall Sold	North American Sold	Price Range
928 GTS	1994–98	2,831	406	90–130
Carrera GT	2004–05	1,270	676	600–850
997 GT3 RS 4.0	2010–11	650	158	375/400–600
997 GT2 RS	2011	500	141	400–600
918 Spyder	2014	918	329	1,350–1,850
911R	2016	991	220	187(MSRP)–650

* The manufactured quantities shown are the author's best information.

** The prices shown are the author's estimates for the current market, disclaimed for any accuracy, and could be outmoded up or down at any moment.

*** Probably 2, maybe as many as 5 993-based strasses, plus 20 996-based strasses.

RELIABLE:

It's More Than a Name . . .
It's a Promise



BY **BOB SELLERS**, *Reliable Vice President and CEO* BY **BOB SELLERS**, *VICE PRESIDENT & SEO, RELIABLE*

More than 55 years ago, a man with a single tractor-trailer, an affinity for cars, and an appreciation for exceptional customer service started a transport company.

Since then, Reliable Carriers has been a family owned and operated business, with the Abrams family having continuous ownership since 1960. President and CEO Tom Abrams is a “hands-on” owner who enjoys both working in the office and attending car-related events. Between him and Bob Sellers, the company’s vice president and COO, Reliable has over 75 years of auto transport experience.

Today, with five locations in the United States (Sun Valley, California; Chandler, Arizona; Orlando, Florida; Fairfield, New Jersey; and the corporate headquarters in Canton, Michigan), Reliable Carriers serves the contiguous United States and Canada with the largest enclosed automotive transport fleet in North America. It also serves exclusive

transport arrangements with most of the major collector car auction houses, including RM Sotheby’s.

As automotive enthusiasts themselves, the family owned company understands the car collector’s passion. They also understand a collector’s concerns when it comes to moving their vehicles. That is why Reliable Carriers provides an industry-leading concierge-style experience to each and every customer. This begins with fully enclosed, door-to-door transport in one of their more than 350 climate-controlled carriers. Their award-winning drivers take the utmost care during the loading and unloading process, while a customized tie-down system helps ensure the safety of the load. Every haul is covered by five million dollars-worth of insurance and standard state-of-the-art GPS tracking.



The company was recently awarded the exclusive transport of the new Ford GT and is also the exclusive carrier of the Porsche 918 and Dodge Viper. Although it has a significant presence in the collector car market, 75% of its business comes from auto manufacturers, and it provides transport services for every major manufacturer in the industry.

Throughout the years, Reliable has continued to invest back into its business. In fact, it has spent over \$25 million on new equipment over the past two years, its fleet growing to over 350

transports. They are extremely proud of their experienced driver force, and the company's average driver has been with the company for over 10 years. Not only that, but several of their drivers have been with the company for over 30 years—now that's reliable!

Reliable has been trusted with some of the world's finest vehicles, and they have transported vehicles valued as high as \$45 million. They are the leading transport provider to major concours events and auto shows, and in 2015 they shipped over 130,000 vehicles. At

this year's Pebble Beach events, they were very proud to have been trusted with the Ford GTs that historically won Le Mans. In addition, they regularly transport vehicles with values in excess of \$1 million, including prototypes, test vehicles, and one-of-a-kind automobiles.

Whether it's for a concours event, auto auction transport, antique auto transport, classic car transport, relocation, or any other event, you can count on Reliable Carriers to provide a high degree of professionalism and an unparalleled level of service. ■





RELIABLE

IS MORE THAN
OUR NAME.
IT'S
OUR PROMISE.

Your classic car is more than an investment, it's an important part of your life. At Reliable Carriers, we understand. Our kid-glove care, enclosed transport trucks, pinpoint GPS tracking and \$5 million of insurance on each load help earn your trust over every mile. Reliable Carriers. **Vehicles taken seriously.**



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JANUARY - JULY
2017

FORT LAUDERDALE
MARCH 31 - APRIL 2

AUBURN SPRING
MAY 11 - 13

SANTA MONICA
JUNE 24 - 25



Following a successful 2016, Auctions America will continue to put its stamp on the national collector car scene in 2017. An eventful first half of the year will see the company jet to some of the country's key automotive destinations, racking plenty of frequent flyer points in the process, with stops in Fort Lauderdale, Auburn, and Santa Monica.

The season begins with Auctions America's traditional trip to sunny Fort Lauderdale, Florida. A perfect excuse to escape the cold for those in the country's north, the 15th annual Fort Lauderdale event—South Florida's premier collector car auction—will kick off the new calendar in style, bringing together some of the hottest collector cars on the market with an international audience. Expect a terrific mix of European sports and touring cars, iconic American classics and muscle cars, and high-performance supercars.

Heading north, Auctions America returns home to Indiana's historic Auburn Auction Park, May 11–13, for its annual Auburn Spring Collector Car Weekend. The perfect antidote to cabin fever, this new spring tradition offers something for enthusiasts of all stripes, with a tremendously diverse auction docket. Throw in a swap meet and car corral, and there's plenty

to keep you occupied. An exciting addition for 2017, for the first time in history, the Antique Automobile Club of America and the Classic Car Club of America will come together to host a joint meet for their members – an event guaranteed to make Auburn a true focal point for the hobby in May.

Auctions America's early 2017 cross-country jaunt ends in California, June 24–25, with the company's fifth annual Santa Monica sale, a definite highlight on SoCal's collector car calendar. Historically, this event has attracted spirited bidding from around the globe and an outstanding lineup of cars, handpicked for the car-centric Southern California market. Fitting to the theme of this article, the sale is held in the historic Barker Hangar—a very cool space and host to some of the area's most exclusive events. The Santa Monica sale is a venue where sports, GT, and modern supercars are perennial favorites. It promises plenty of automotive eye-candy and an electric atmosphere—definitely one to mark in your calendars early!

With a vibrant outlook and an exciting docket of entries already rolling in, the entire Auctions America team is revved up for 2017 – we hope you join us for the ride! For all things Auctions America, visit www.auctionsamerica.com or find us on Facebook, Instagram, or Twitter @auctionsamerica. 🏁



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ARIZONA

AUCTION PREVIEW



KELLY WHITTON
Special to SHIFT

Kelly Whitton is the Program Director for the Copperstate 1000 vintage car road rally and the Copperstate Overland vintage off-road rally. Organized by the Men's Arts Council, these unique motorsports events benefit the Phoenix Art Museum.

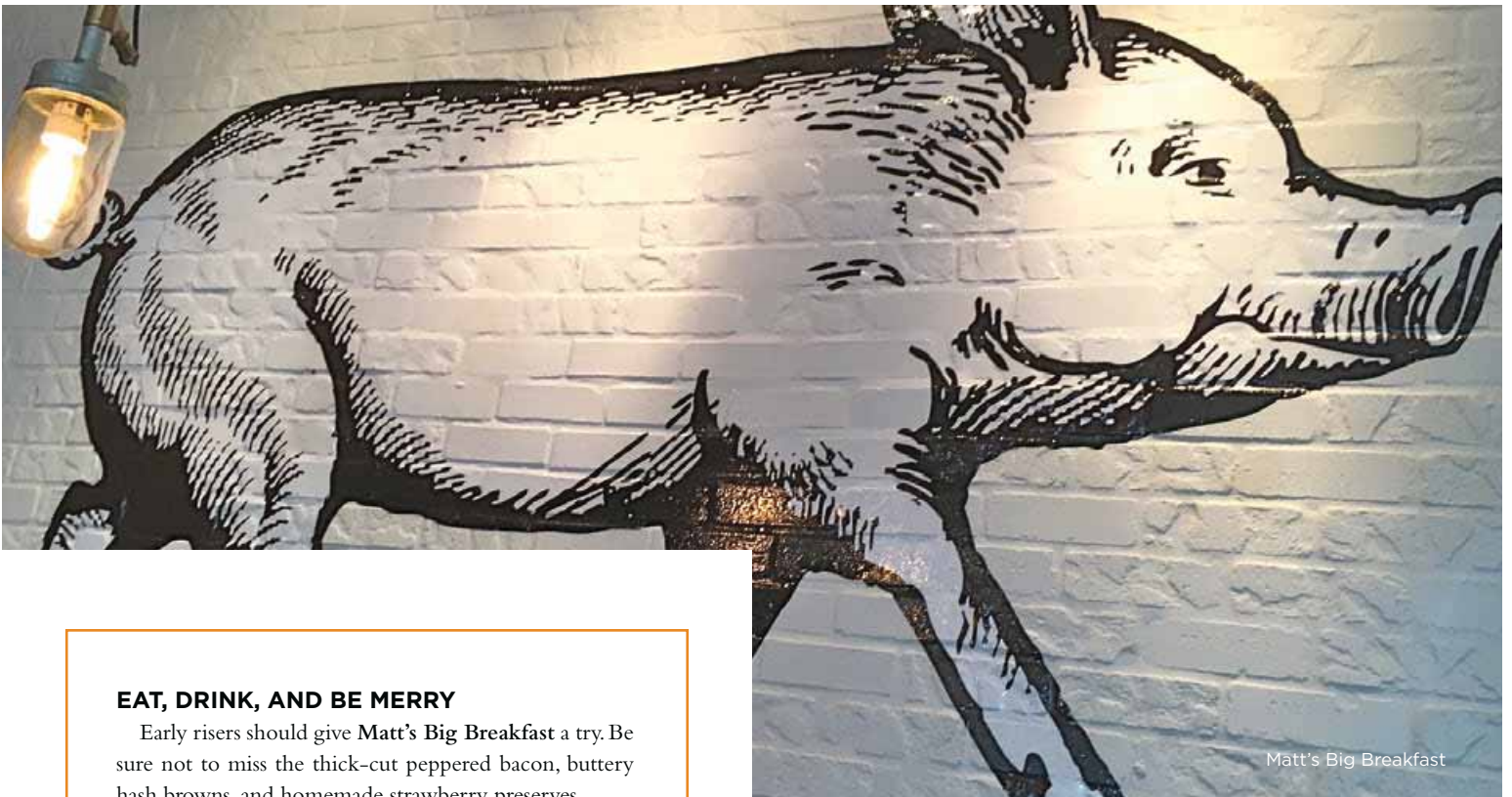
For one week each January, Arizona becomes the epicenter of the car collector world, and the RM Sotheby's auction is unquestionably the highlight of Arizona Car Week.

Held at the Arizona Biltmore on Thursday and Friday, January 19th and 20th, the RM Sotheby's Arizona sale will feature more than 100 first-class automobiles representing the world's most iconic marques.

On the Sunday leading up to the sale, the iconic Arizona Biltmore plays host to the Arizona Concours d'Elegance. I cannot think of a better way to kick-off Car Week than by strolling the grounds

of this historic resort while admiring some of the finest automobiles on the planet. For those in need of a reprieve from everything automotive, you are in luck. From a booming culinary scene and nightlife to its cultural attractions, the Valley of the Sun has a little something for everyone. Narrowing down your options might be a daunting task, so here are a few suggestions.





Matt's Big Breakfast

EAT, DRINK, AND BE MERRY

Early risers should give **Matt's Big Breakfast** a try. Be sure not to miss the thick-cut peppered bacon, buttery hash browns, and homemade strawberry preserves.

Casual dining more your speed? Then you can't go wrong with **O.H.S.O. Brewery + Distillery**. With three locations in the Valley, this eatery offers a variety of local brews, lunch, dinner, and late night dining. Grab a comfy spot on the patio, sip the afternoon away, and soak in the sunshine.

Upscale dining more your thing? Then **Marcellino Ristorante** in Old Town Scottsdale will not disappoint. Chef Marcellino's passion for Italian cuisine comes through in each of his handmade pastas and sauces. Reservations are a must.



O.H.S.O. Brewery + Distillery



Marcellino Ristorante

Across the patio from Richardson's, another Valley gem, is the **Rokerij**. This intimate restaurant serves hearty New Mexican-inspired fare. The excellent food, friendly service, and cozy atmosphere make the Rokerij one of my top five restaurants. Be sure to dine downstairs.

Craving a Tiki drink? (And really, who doesn't?) Then the Valley's hippest new cocktail lounge, **Under Tow**, has you covered.



Rokerij



Under Tow



Valley Bar

THE DOWNTOWN SCENE

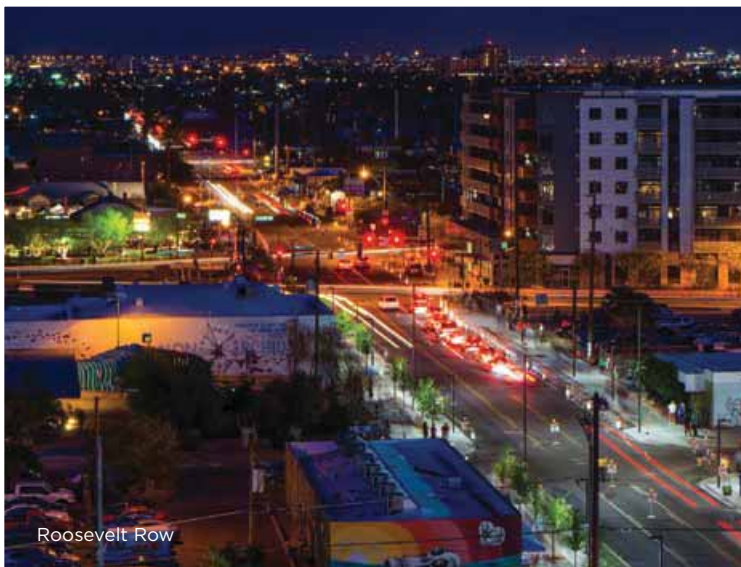
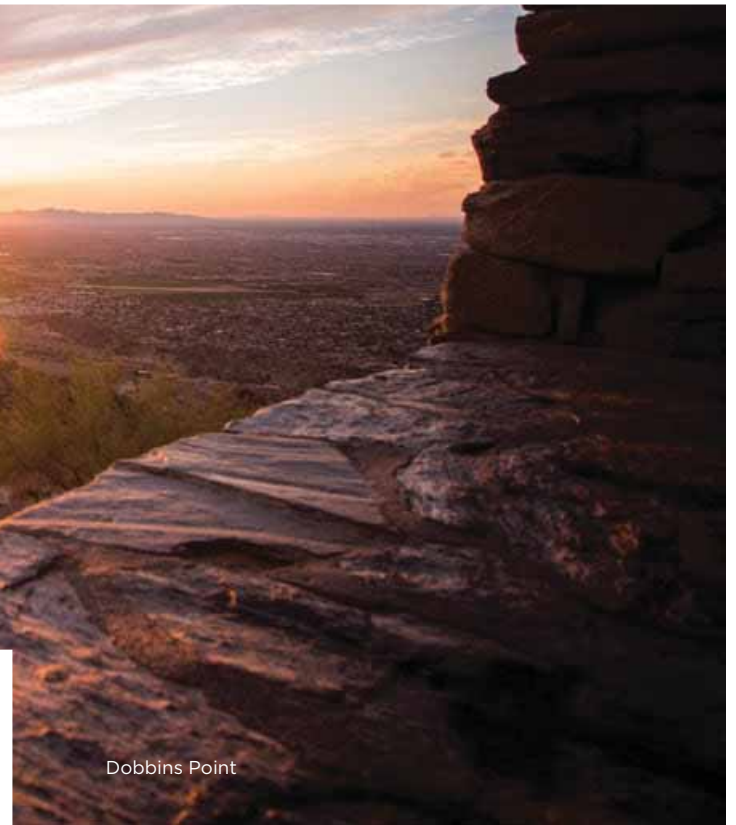
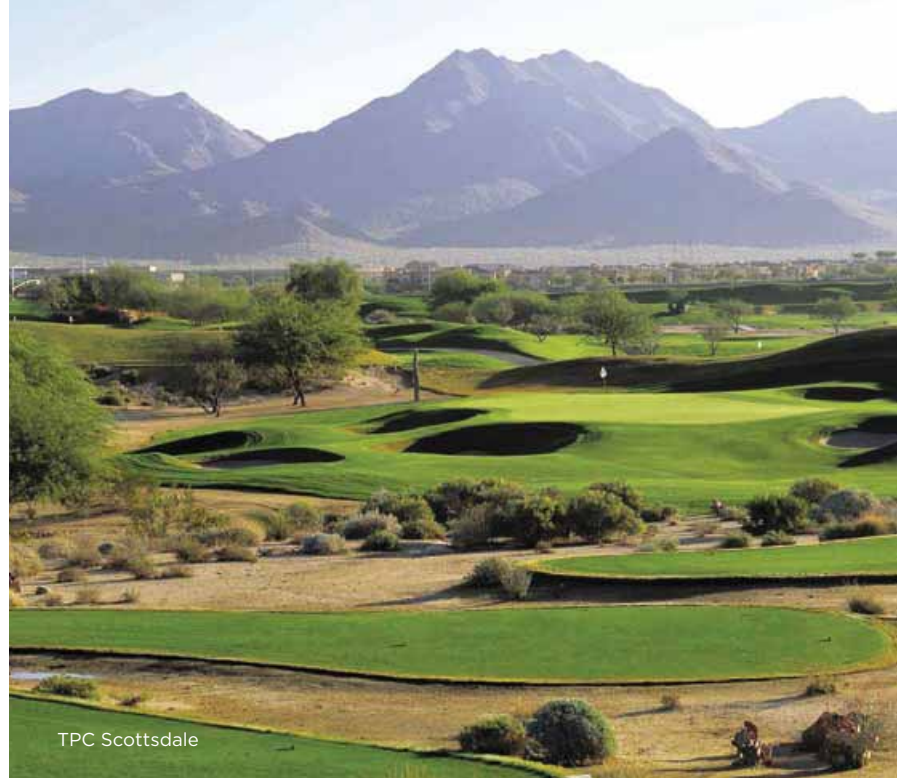
With an inventive menu, stylish décor, and the best drink menu in town, the **Blue Hound Kitchen & Cocktails** is a must-do. Be an "Adventurous Imbiber." Trust me!

Located down a dark alley and in the basement of a notable historic building, **Valley Bar** is a no-frills live music venue with a laidback atmosphere.

THE GREAT OUTDOORS

Hiking your thing? Then give the **Holbert Trail** a go. The lightly trafficked trail to **Dobbins Point** on South Mountain is a 4.1-mile loop. For those who prefer the leisurely approach, try the paved road via car.

With more than 170 golf courses in the Valley, choosing one might be difficult, so let me make it easy for you: **TPC Scottsdale**. You might not play like a Pro, but you can live the life for a day.



ARTS & CULTURE OFF THE BEATEN PATH

Eat, drink, and shop like a local on **Roosevelt Row**. RoRo is a walkable, creative district in the urban core of downtown Phoenix that is known for its restaurants, galleries, and boutiques.

Whatever you chose to do, I hope that you enjoy your time in the Valley of the Sun. ☼





Ralph's **IMPERIAL**

**“CHRYSLER’S Y-JOB” WAS THE IMPERIAL
THAT FORETOLD THE FUTURE**

During the Classic Era, the styling minds of major automakers spelled out a path to follow with their own custom creations. Edsel Ford had his series of one-off speedsters, culminating in the original Continental. General Motors’ Harley Earl had his one-off Buick Y-Job, which set the standard for GM Design for two decades.

At Chrysler Corporation, where Briggs and their posh LeBaron nameplate directed trends, it was stylist Ralph Roberts who wielded the power of the pen. Like the Edsel Ford Speedster and the Earl Y-Job, Roberts' personal 1933 CL Imperial Dual-Windshield Phaeton was a reflection of his ideas and philosophies about what a modern automobile should be. It was a one-off machine drawn to predict the future, with its low-mounted headlamps, bold fenders flowing unencumbered by side-mounted spares, and aerodynamic skirts shrouding the rear wheels.

More than just a custom creation, the Roberts Imperial was truly "Chrysler's Y-Job," drawn by a company's greatest styling mind to show the best of what he and his firm could do. The effect was at least a decade ahead of its time, providing a peak into Roberts' forward-thinking genius, and its styling influences can clearly be seen on the groundbreaking Chrysler Airflow and Airstream models that were to come.

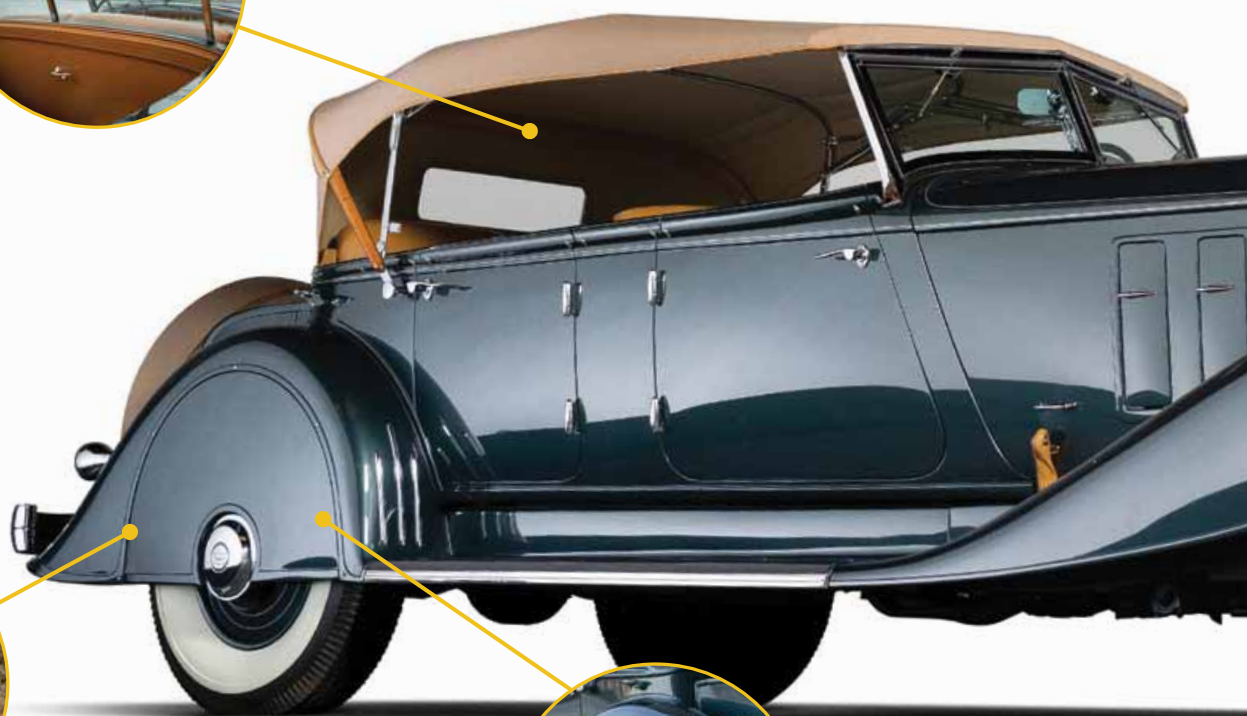
With a well-known ownership history that includes the renowned Milhous and Otis Chandler collections, Ralph Roberts' 1933 Chrysler CL Imperial Dual-Windshield Phaeton

will be offered at RM Sotheby's Arizona sale, fresh from a successful modern show career in which it won Best of Show at the Concours d'Elegance of America at St. John's and Best in Class at the Pebble Beach Concours d'Elegance.

It marks what may well be the only opportunity to acquire a legendary American designer's personal statement of what the future held.



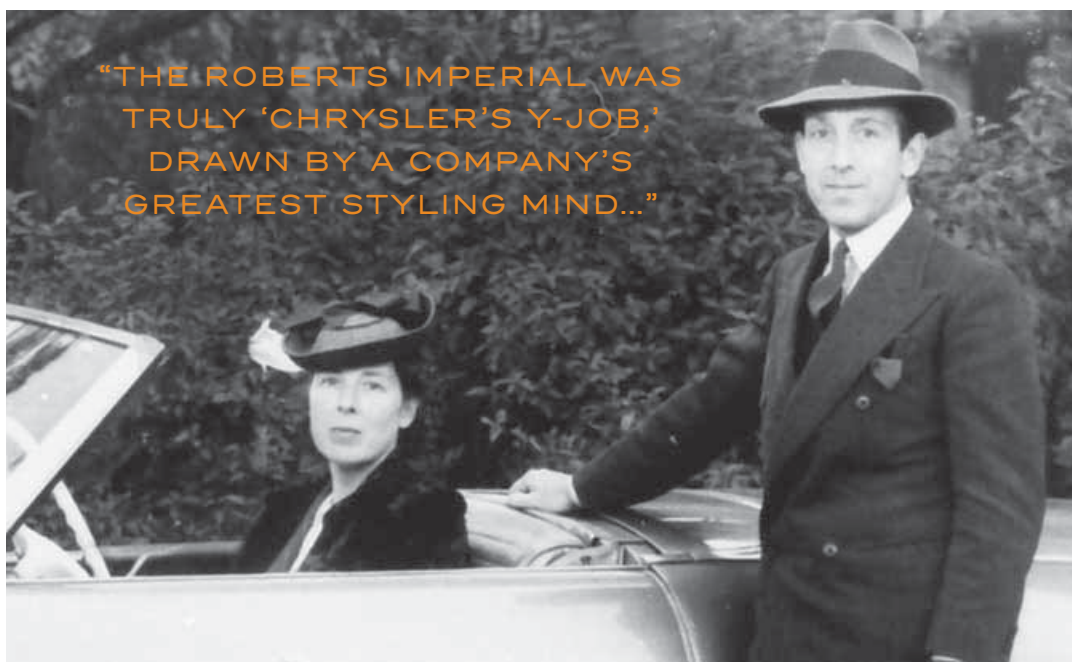
The basis for this car was the last of 36 CL Imperial Dual-Windshield Phaetons built in 1933. This was the second year of a disappearing tonneau windshield, an idea adapted from a Gordon Buehrig design for Duesenberg.



The dual rear-mounted spares, an original feature, unclutter the front fenders and visually lengthen the car, to very powerful effect. They make the Imperial so long that Roberts had to remove the bumpers just to get it into LeBaron's freight elevator!



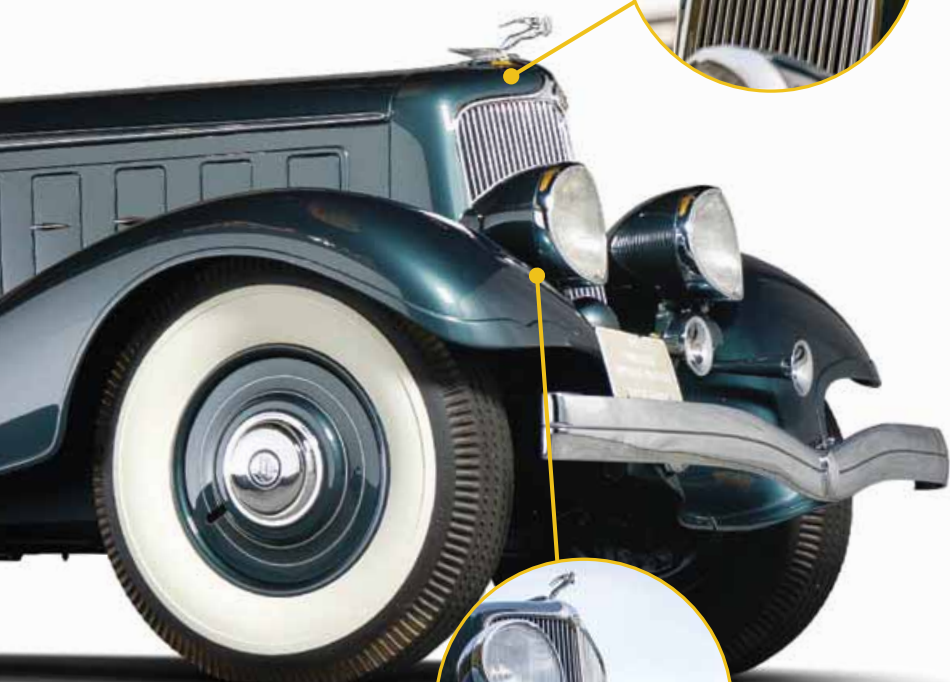
The rear fender skirts are similar to those used for the subsequent Chrysler Airflow of 1934 and Chrysler Airstream of 1935.



"THE ROBERTS IMPERIAL WAS
TRULY 'CHRYSLER'S Y-JOB,'
DRAWN BY A COMPANY'S
GREATEST STYLING MIND..."

Shown here, Mr. and Mrs.
Ralph Roberts with another
of his many creations.

This is the only CL Imperial Dual-Windshield
Phaeton to have had its radiator shell painted, instead
of being chromed—a very unorthodox idea in 1933.



The headlamps are unique to
this car and are mounted very
low on the fenders, lowering
the frontal appearance of the car.



Ralph Roberts' *Personal* **1933 CL IMPERIAL DUAL-WINDSHIELD PHAETON**

Chassis no. CL 1357

AUCTION PREVIEW ARIZONA

+ Highlights



1961 FERRARI 400 SUPERAMERICA SWB COUPE AERODINAMICO

Chassis no. 2841 SA

The top-of-the-line luxury grand touring car of its era, the 400 Superamerica instantly became the must-have car for Ferrari's best clients. Ultra-exclusive, only 17 such short-wheelbase 400 SA Pinin Farina Coupe Aerodinamicos were ever built. Today it is complete with books, tools, and luggage and has been Ferrari Classiche certified. Certainly one of the finest restored examples in existence, it has been awarded Platinum at Cavallino and FCA events as well as earning third in class at Pebble Beach.




1997 PORSCHE 911 TURBO S

Chassis no. WPOAC2996VS375783

The Type 993 marked the end of Porsche's air-cooled era, and the Turbo S is one of the rarest of the 911 line-up. This stunning example is finished in striking yellow over a black interior and has only been driven 12,150 miles since new. With excellent performance, reliability, and overall drivability, the Turbo S is the perfect balance of everything you could want in a sports car.



A red 1986 Ferrari Testarossa is parked on a cobblestone street in front of a modern building with large glass windows. Several palm trees are visible, including a very tall one in the center. The car's distinctive side strakes and five-spoke alloy wheels are clearly visible. The building behind it has the word 'FORD' partially visible on its facade.

1986 FERRARI TESTAROSSA

Chassis no. ZFFSA17A7G0061481

An iconic design, a howling flat-12, Rosso Corsa paint, and a gated shifter, nothing is more “Ferrari” than this Testarossa. This early example features the iconic single “flying mirror” and has only been driven 7,986 original miles. It has been Ferrari Classiche certified and includes its tool roll, jack, owner’s manuals, and original spare key. Routinely serviced throughout its life, the Testarossa has most recently received a belt service prior to sale, as well as two new front tires.

2003 FERRARI ENZO

Chassis no. ZFFCW56A330133026

The Enzo was Ferrari's tribute to its late founder. Powered by a 660-horsepower V-12 and fitted with the latest racing technology, it honoured him well. As everyone wanted to get their hands on the car, it was reserved only for the most exclusive collectors, handpicked by Ferrari. This car was no exception, coming from the collection of Tommy Hilfiger himself, who has owned the car since new. Under his care, the Enzo has only been driven 3,620 miles and recently received an annual service in September 2016, as well as a more extensive service in February 2015.





1995 FERRARI F50

Chassis no. ZFFTG45A6S0104092

With an engine block derived from the Ferrari 641 Formula 1 race car, you can tell the F50 means business as soon as you turn over the key. With a limited 349 examples produced and just three finished in black from the factory, this F50 is one of the rarest of the rare. A U.S.-specification car, this original black F50 has been driven only 2,000 miles. It has been recently serviced and includes books, tools, tire inflator, and luggage—even the hardtop has never been removed from the original box.

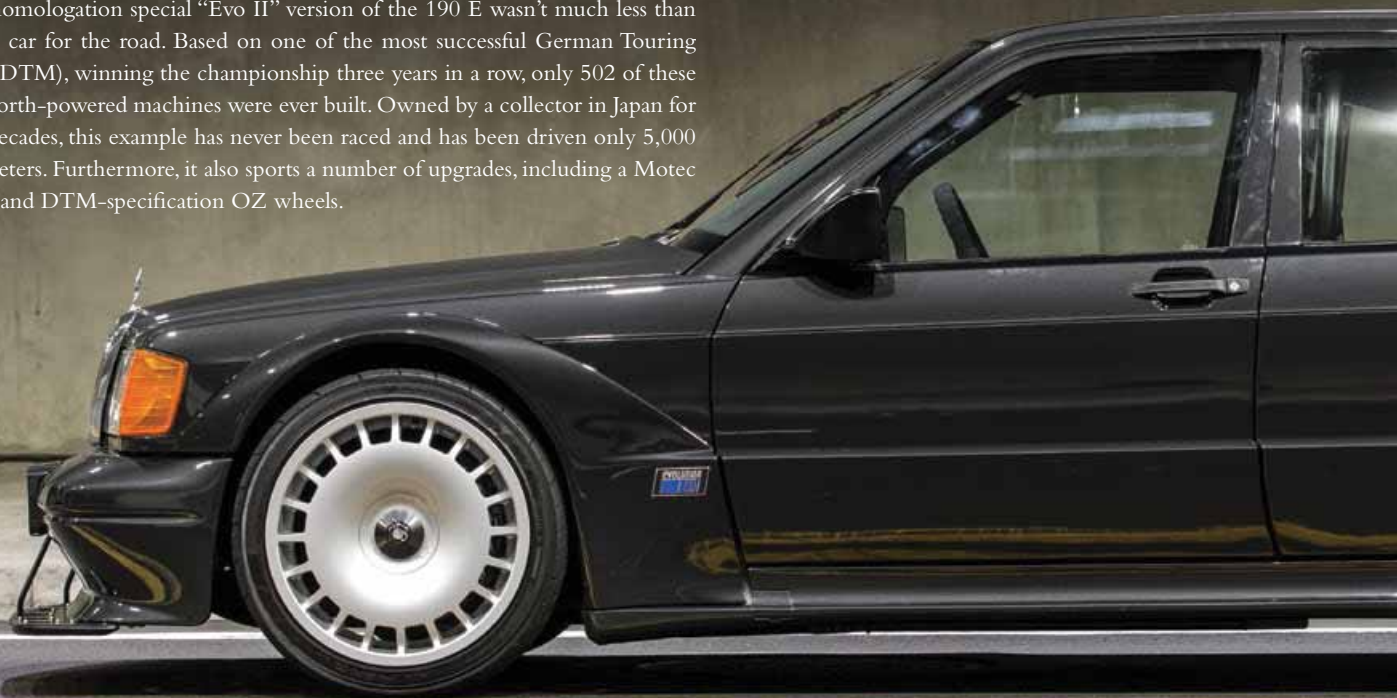




1990 MERCEDES-BENZ 190 E 2.5-16 EVOLUTION II

Chassis no. WDB2010361F734005

The homologation special “Evo II” version of the 190 E wasn’t much less than a race car for the road. Based on one of the most successful German Touring Cars (DTM), winning the championship three years in a row, only 502 of these Cosworth-powered machines were ever built. Owned by a collector in Japan for two decades, this example has never been raced and has been driven only 5,000 kilometers. Furthermore, it also sports a number of upgrades, including a Motec ECU and DTM-specification OZ wheels.





ARIZONA

Held during the
Arizona Concours d'Elegance

19-20 JANUARY 2017

LOCATION

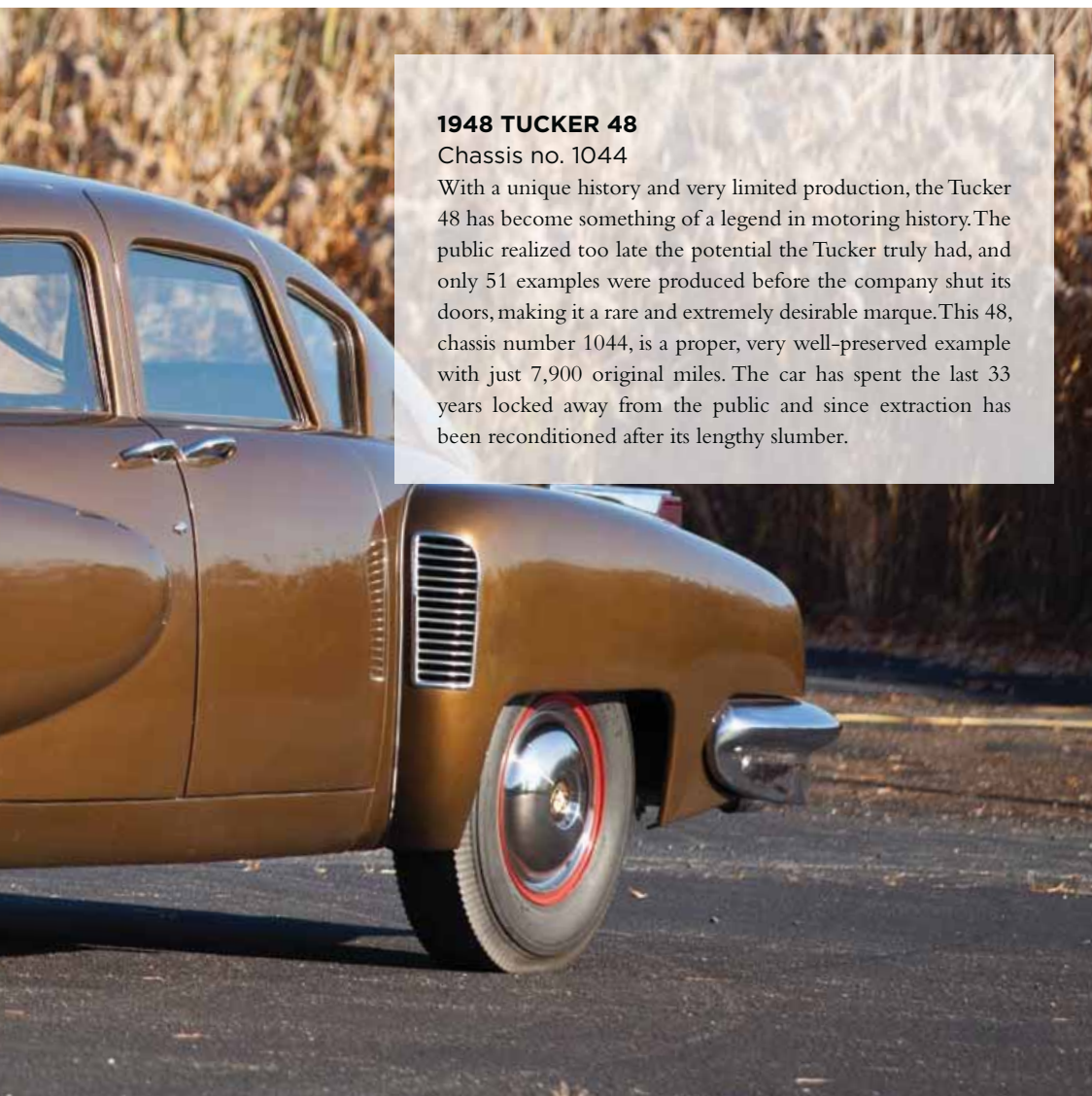
ARIZONA BILTMORE
2400 EAST MISSOURI AVENUE
PHOENIX, ARIZONA
85016

GENERAL INQUIRIES

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The perfect winter destination, RM Sotheby's will be kicking off the collector car auction season with its 18th annual Arizona sale. RM Sotheby's has consistently led the market on the vibrant grounds of the Arizona Biltmore in Phoenix, achieving several new auction benchmarks and records. Leading up to the sale, the grounds of the Arizona Biltmore will play host to the Arizona Concours d'Elegance, creating the ideal destination for all enthusiasts looking to enjoy a week of classic car camaraderie and Arizona's year-round sun.

#RMARIZONA



1948 TUCKER 48

Chassis no. 1044

With a unique history and very limited production, the Tucker 48 has become something of a legend in motoring history. The public realized too late the potential the Tucker truly had, and only 51 examples were produced before the company shut its doors, making it a rare and extremely desirable marque. This 48, chassis number 1044, is a proper, very well-preserved example with just 7,900 original miles. The car has spent the last 33 years locked away from the public and since extraction has been reconditioned after its lengthy slumber.



PARIS

AUCTION PREVIEW



NICK KURCZEWSKI

Special to SHIFT

Based in the New York metro area, freelance automotive journalist Nick Kurczewski loves uncovering interesting and esoteric car stories all over the globe. He's also officially licensed to drive a Zamboni, should the need arise.

What do macarons, canals, a stroll down the Champs-Élysées, and Citroën 2CVs all have in common? They're part of an uncommon way to enjoy the best Paris has to offer during a week of automotive extravagance.

Paris is a city steeped in so many things, from high culture and haute cuisine to cutting-edge fashion and fine art. Beginning the second week of February, the delightfully esoteric Rétromobile show adds to this heady mix an exhibition space, located at the Porte de Versailles convention center, bursting at the seams with classic cars and all forms of automobilia.



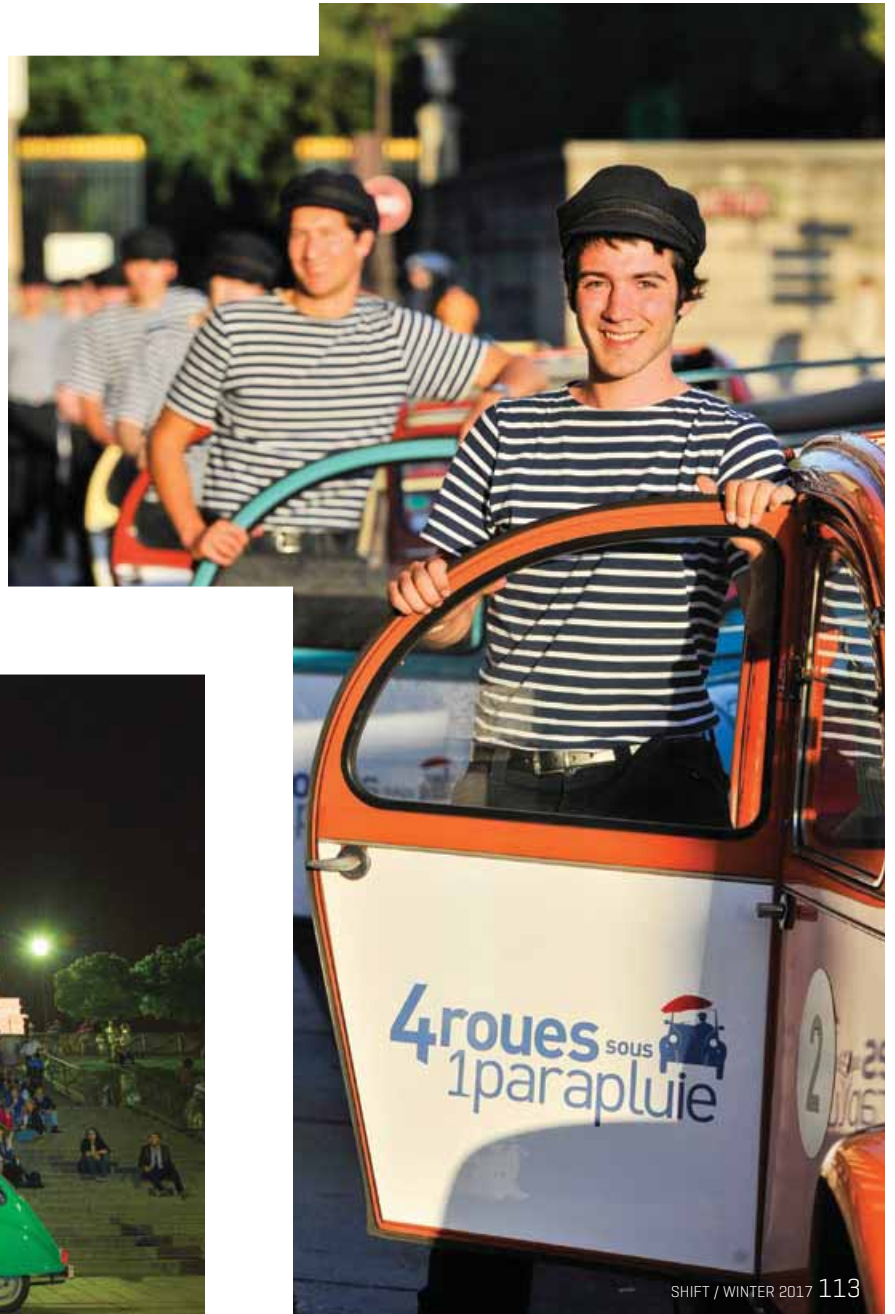


4 Roues Sous Une Parapluie

On Wednesday, February 8, amongst this intoxicating mix of cars and warm croissants, RM Sotheby's celebrates the beginning of its auction calendar. Held at the Place Vauban, directly across from the brilliant gold Dôme des Invalides, some of the world's finest cars will find new homes during the height of Rétromobile show week. So when taking in the city, what better way could there be to experience Paris than from the vantage point afforded by a French automotive icon?

The tour company "4 Roues Sous Une Parapluie" (4 Wheels Under One Umbrella) employs friendly and multi-lingual drivers, along with a fleet of approximately 100 2CVs, to take visitors for nostalgic voyages through the heart of the French capital. Evening tours are especially popular and give respite to weary feet while also avoiding one of the less charming aspects of the city: Parisian rush-hour traffic.

Travel itineraries can be completely customized, too, should you wish to take in your own personal highlights.



If you love to eat and appreciate white-glove treatment with your dessert, one of your stops should include the pastry boutiques of **Pierre Hermé**. Specializing in decadent chocolates and delicate macarons – those brightly hued cookie sandwiches that simply melt in your mouth – the only thing more impeccable than Pierre Hermé's customer service are the desserts themselves. With more than 10 locations throughout the city, the boutiques are conveniently located – though it's worth noting, the location at 185 Rue Vaugirard just happens to be situated between Rétromobile, at Porte de Versailles, and RM Sotheby's temporary residence at Place Vauban. Oh, yes, and try the rose-flavored macarons above all else!

From dessert indulgence to shopping with a soupçon of horsepower, visiting the automotive showrooms on the legendary **Champs-Élysées** is a must-do for anyone with an appreciation of French cars and elegant architecture.





The **L'Atelier Renault** (53 Ave. Champs-Élysées) features possibly the largest and most varied assortment of concept vehicles, classics, production cars, and racing machines; all of them displayed on a constantly rotating basis of varying themes. Not far away is the avant-garde **C42** (42 Ave. Champs-Élysées), Citroën's flagship showroom housed behind a façade of sharply creased glass triangles, modeled after the double-chevron design of the automaker's logo.

To escape the throngs of tourists, grab your shopping bags and head due north to the 10th arrondissement, and bask in the bucolic neighborhoods surrounding the **Canal Saint-Martin**. Boutique shops and charming cafés line either side of this scenic waterway, which cinema buffs will recognize as the setting for many scenes in the French film "Amélie."

The **Hôtel du Nord** (102 Quai des Jemmapes) is an elegant and popular dining spot, though not having one particular destination in mind is key to enjoying your walk along the canal.

Like Rétromobile week itself, allowing yourself to discover the unexpected is the best part of the experience. #



C42



The L'Atelier Renault

+ Highlights

1973 FERRARI 365 GTB/4 DAYTONA SPIDER

Chassis no: 16801

Exceedingly rare and possibly more beautiful than the coupe version, the Daytona Spider combines the powerful Ferrari V-12 and comfortable GT interior with the visceral joy of an open top drive. This beautiful example is the 88th of 121 examples produced. A U.S.-delivery example, it was acquired by the current collector after a show-quality restoration in 2003 and remains in excellent condition today.





2012 ASTON MARTIN V12 ZAGATO

Chassis no: SCFEBBGF3C6S31235

Considered by many to be one of the most beautiful modern Astons, the V12 Zagato is a striking excise in design and performance. This particular example boasts chassis number "Zero" and is the 100th example produced. Furthermore, it boasts a number of Q Department special features, including Pearl White paintwork. Offered with just one owner and under 7,200 kilometers from new, this is a very special example indeed.



2003 ASTON MARTIN DB7 ZAGATO

Chassis no: SCFAE22313K700001

The very first Aston Martin DB7 Zagato built and delivered, this is nothing short of a piece of Aston Martin history. Bearing chassis number 1, it was delivered new to its current owner who agreed to purchase the very first DB7 Zagato after being shown some very basic design sketches by Ulrich Bez himself. Finished in Nero Black over Claret Red, it has always been used as intended, but has always been serviced, maintained, and kept in exemplary condition from day one by its sole caretaker.





1935 ALFA ROMEO TIPO B P3

Chassis no: 50006

One of the greatest pre-war competition cars ever built, this 1935 Alfa Romeo Tipo B P3 was run by a team which would go on to become an automotive tour de force. Chassis number 50006, it was purchased and campaigned by the storied Scuderia Ferrari, number 46, throughout the early 1930s. Sold by Scuderia Ferrari in 1936 to racing driver A.F. Ashby, who continued to campaign the car, chassis number 50006 boasts a continuous chain of known ownership from new and would surely be the highlight of any collection.

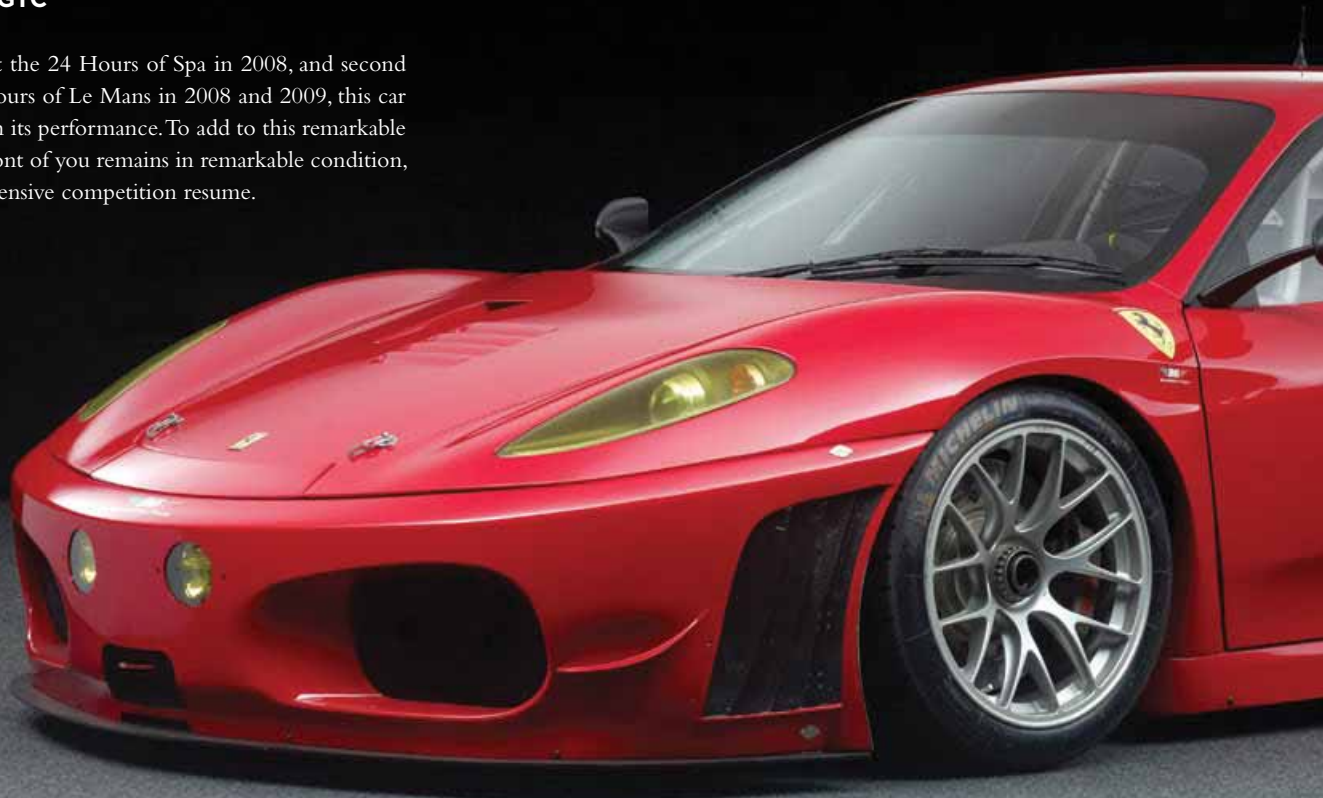




2008 FERRARI F430 GTC

Chassis no: 2616

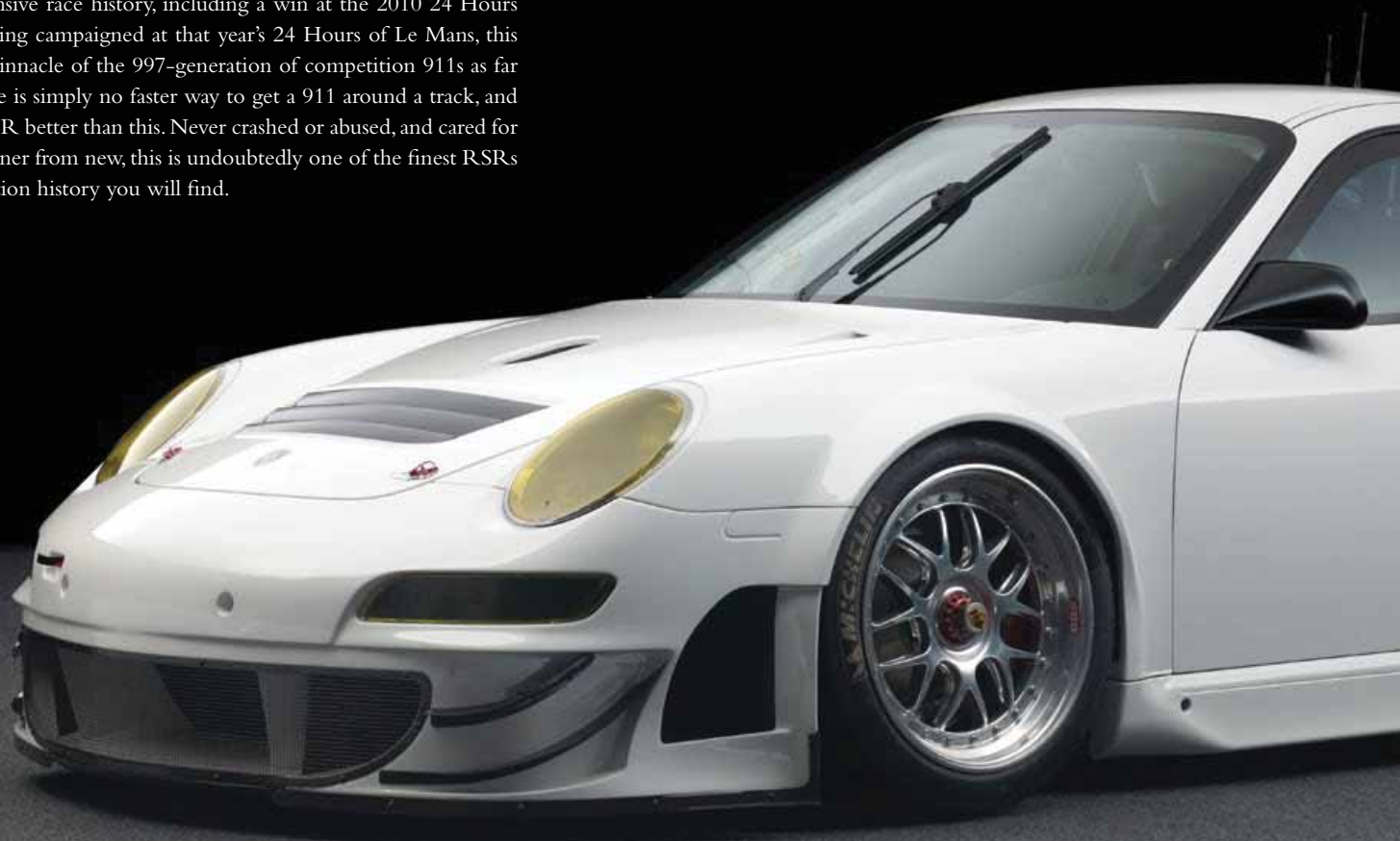
With a first in class finish at the 24 Hours of Spa in 2008, and second in class finishes at the 24 Hours of Le Mans in 2008 and 2009, this car has the provenance to match its performance. To add to this remarkable history, the car you see in front of you remains in remarkable condition, never crashed despite its extensive competition resume.



2010 PORSCHE 911 GT3 RSR

Chassis no: WPOZZZ99ZAS799913

With an extensive race history, including a win at the 2010 24 Hours of Spa and being campaigned at that year's 24 Hours of Le Mans, this 911 was the pinnacle of the 997-generation of competition 911s as far as speed. There is simply no faster way to get a 911 around a track, and there is no RSR better than this. Never crashed or abused, and cared for by a single owner from new, this is undoubtedly one of the finest RSRs with competition history you will find.





PARIS

Held during the renowned
Rétromobile week

8 FEBRUARY 2017

LOCATION

PLACE VAUBAN
75007 PARIS
FRANCE

GENERAL INQUIRIES

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RM Sotheby's kicks off its 2016 European calendar in spectacular fashion with a return to Paris for its third annual sale, coinciding with the Festival Automobile International and other major automobile-related show events, including Rétromobile week. Held at the historic Place Vauban, right in the heart of Paris' café culture and steps away from the Eiffel Tower, Gothic Notre-Dame cathedral, and world-class designer boutiques, the stunning grounds offer the perfect setting in which to present the finest sports, racing, and touring cars from both pre- and post-war periods.

#RMPARIS





AMELIA ISLAND

AUCTION PREVIEW



COURTNEY JAMES

Special to SHIFT

Courtney James is an assistant editor at *Jacksonville Magazine*.

Follow A1A north from Jacksonville and you'll end up in Amelia Island. You can't miss it. For Jaxons, it's close enough for a day trip but far enough to be a getaway.

The island is known for its resorts, sandy beaches, and burgeoning dining scene. If you're planning a trip to Amelia, consider stopping by one of its many eateries, and perhaps a horseback ride on the beach during sunset to end the night.



EAT

29 South 29 S. 3rd St.

From the outside, 29 South resembles many of its historic district neighbors. The 90-year-old home has been reborn as a chef-owned restaurant and bar specializing in contemporary Southern fare. The menu is comprised of foods sourced from local and regional farms—some from the restaurant's onsite garden.

Burlingame Restaurant

20 S. 5th St.

New to the Fernandina Beach scene, this casual fine dining restaurant offers patrons an eclectic menu featuring seasonal Southern favorites and seafood dishes.

David's 802 Ash St.

At David's, diners find copious amounts of seafood and chops. Those who are especially hungry might enjoy the king crab—a six-to nine-pound presentation that requires a day's notice to prepare. The whole crab, with appetizers, serves four, and those who take on the challenge will have their photos displayed on the King Crab Hall of Fame wall.



Hola Cuban Café



29 South

Gilbert's Underground Kitchen

510 S. 8th St.

Helmed by Top Chef Alum Kenny Gilbert, Gilbert's Underground specializes in seasonal dishes influenced by the Deep South. The Fernandina Beach hot chicken, served with dill pickles, Datil pepper remoulade, and Texas toast is a popular choice, but there are more unusual items, too—like oyster cobbler and smoked alligator ribs.

Hola Cuban Café 117 Centre St.

Patrons rave about the feeling of Cuban authenticity at this cute, kitschy little shop with a tin ceiling. Hola Cuban Café serves traditional island dishes such as sweet and savory empanadas, croquetas, and of course, the Cuban sandwich.



Gilbert's Underground Kitchen



Tasty's Fresh Burgers & Fries

Joe's 2nd Street Bistro

14 S. 2nd St.

Housed in a restored 1900s building, Joe's has a high-end island feel. Here, Fernandina mac and cheese is laden with local lobster and shrimp, and the gourmet pan-sautéed lump crab cake shine.

Pi Infinite Combinations

19 S. 3rd St.

As its name suggests, there are a seemingly infinite number of ingredient combinations with which to top your pie at Pi.



Tasty's Fresh Burgers & Fries

710 Centre St.

Burgers and fries are nothing new, but Tasty's puts their own spin on everything: the Bees Knees burger with Swiss cheese, griddled onions and honey mustard, or the teriyaki-style turkey burger alongside the Old Bay crabby fries.



Timoti's Seafood Shack

Salt

4750 Amelia Island Pkwy.

The dining jewel of The Ritz-Carlton, Amelia Island, Salt specializes in expertly prepared, seasonal specialties. With more than 40 different salts to choose from, the eatery lives up to its name.

The Picnic Basket





The Picnic Basket
503-A Centre St.

Patrons rave about the sandwiches—turkey and brie, chicken salad wrap, peppered salami, etc.—but this eatery serves breakfast and lunch daily, and dinner Thursday through Saturday.



Verandah Seafood Restaurant

Timoti's Seafood Shak

21 N. 3rd St.

Timoti's is a no-frills casual seafood joint that consistently dishes out tasty tacos, fish baskets, and salads. Order at the counter and find a seat outside on a sunny day (the patio is shaded).

Verandah Seafood Restaurant

142 Racquet Park Dr.

Fresh seafood and Southern-inspired fare is the focus at Verandah Seafood Restaurant, the Omni Amelia Island Plantation Resort's fine dining establishment. The restaurant partners with a number of regional fisheries, so expect fresh and local seafood.

Kelly Seahorse Ranch



PLAY

Amelia River Cruises offers sightseeing cruises along the Atlantic Ocean, rich in history. Take in views from Fernandina's historic waterfront, Cumberland Island, and experience salt marshes, wilderness beaches, and historic river banks.

Explore the miles of pristine Atlantic shore atop a horse from **Kelly Seahorse Ranch** in Amelia Island State Park. The ranch offers one-hour guided beach rides by reservation only. No experience is necessary.

EXPLORE

Visit historic **Fort Clinch** and revisit the year 1864 as soldiers re-enact life during the Civil War. Explore the many rooms, galleries, and grounds of the fort as you learn how the soldiers worked and lived each day. ■

1937 BUGATTI Type 57S Cabriolet

Chassis no: 57513

RARE OPEN COACHWORK BY VANVOOREN OF PARIS

BY DON ROSE, CAR SPECIALIST, RM SOTHEBY'S

The cars of Ettore and Jean Bugatti exemplify the virtues so appealing to the Classic Era sporting enthusiast who had the means to acquire the very best.

Leaders in design and advanced engineering, capable of excelling both in world competition and in inspiring awe at automobile salons, they were true works of art. Always purposeful and always stylish, Bugattis are adored by aficionados for their level of highly detailed workmanship, especially in the mechanical areas unseen from their luscious exterior appearance. These same qualities continue to resonate with enthusiasts today.



The pinnacle platform exemplifying the attributes so often associated with Bugatti was the Type 57, an entirely new design created by the founder's son Jean, and legendary for its high power, light handling, and overall refinement. The straight-eight cylinder, dual-overhead cam engine was based upon the competition power unit in the Type 59 race car. With competition in mind, the Type 57S chassis was created, 'S' indicating *surbaissé* (lowered). This was accomplished via the ingenious simplicity that typified Bugatti engineering: the rear axle was raised to pass through the chassis rails, while a dry sump variation of the T57 engine allowed it to be placed lower within the frame, and finally the chassis was shortened. With its trademark horseshoe grille lowered, now with its lovely V-shape leading the way forward, the Type 57S models were generally fitted with the sleekest and most defining body styles, a mere 43 examples in all, such as the iconic Atlantic coupé, with its stunning characteristic riveted flange bisecting the car from front to back, resulting in one of the most valuable cars in existence.

As rare as the Atlantic coupé is the Type 57S cabriolet by Vanvooren of Paris, only three of which were built.

As a major feature car for the upcoming Amelia Island auction, RM Sotheby's is proud to offer the 1937 Bugatti Type 57S Cabriolet by Vanvooren, chassis number 57513. A striking and sporty body style, harmoniously proportioned, it is believed to be the only Type 57S Vanvooren cabriolet in private hands to retain its original chassis, body, engine, and gearbox, plus numerous other seldom seen original components.

Perhaps even more fascinating is that 57513 has never been disassembled for restoration, and it remains in exquisitely original condition, yet still complete and drivable. It is a well-documented example with known history. It had a short string of long-term owners, mostly UK-based enthusiasts, the second and third of which were notable fixtures in the tightknit Bugatti community, who outstandingly raced 57513 at Bugatti Owners Club meets and excelled in the hill climb events while also using the car for Continental touring from the 1950s through the 1970s.





In 1962, the Bugatti was acquired by T.A. (Bob) Roberts, OBE, who was to become its longest-term owner. During the winter of 1962–1963 it was freshened, including a change to its current livery of black over primrose yellow, with its tan leather interior displaying an undeniably original appearance with the delicious patina of age so charming to this day. (Original exterior colors were black over grey-blue.) At this time, certain additional upgrades were undertaken to enhance cooling and lighting.

During the 1970s, Roberts, an active Vice President of the Bugatti Owners Club, fitted 57513 with an unused 1937

Type 57G competition engine with higher performance characteristics, while the original unit (numbered 21S) was kept along with the car. Principally used thereafter as a road car, eventually the Type 57S was retired to Roberts' Midlands Motoring Museum in Bridgnorth, Shropshire, until his passing in 1990.

Ultimately sold in the '90s to its current and first American owner, the original engine has been refitted with the added bonus of the larger competition carburetor from the Type

57G motor, now offering a formidable increase in power from standard. Our consignor, a hardcore devotee of high-quality vintage and classics in strictly original condition, has owned this largely unmolested blue-chip Bugatti for over 20 years and is taking great enjoyment in working with the RM Sotheby's team to shepherd its transition to its next enthusiastic owner, as the car now becomes available for public sale for the first time in its 80-year history.





1961 FERRARI 250 GT SWB BERLINETTA BY SCAGLIETTI CHASSIS NO: 2639GT

By 1959, Ferrari had established its dominance in sports car racing on a global scale. Those cars adorned with the Prancing Horse were handily taking home trophies at races around the globe and at the highest levels of motorsport. Enzo Ferrari was looking to keep his cars at the top of the podium for the next decade and to continue to do battle with the likes of Aston Martin and Jaguar. In the GT category, Ferrari was truly second to none, and its 250 GT long-wheelbase Berlinetta was regarded as the finest dual-purpose GT car money could buy. It was versatile enough to be driven on public roads to an event, raced to victory, and driven back home all in the same day. Of course, with a design by Pininfarina and coachwork by Scaglietti, these cars looked just as good standing still as they did at speed. Ownership of a 250 GT Berlinetta was the dream of any motoring enthusiast.





The newest competition-ready Berlinetta took the reins from the aging LWB “Tour de France” and was introduced in 1959 at the Paris Salon. This new car boasted bodywork similar to the outgoing TdF and “interim” Berlinetta, but its new chassis had a wheelbase 200 millimeters shorter than its predecessor, leading the cars to be differentiated by enthusiasts as *passo lungo*, or LWB, for the long-wheelbase examples, and *passo corto*, or SWB, for the new short-wheelbase Berlinettas. The 250 GT SWB went on to become one of the most successful racing Berlinettas in Ferrari history, achieving nearly 250 class and overall wins, including two class wins at the 24 Hours of Le Mans as well as two overall wins in the Tour de France. This SWB, chassis number 2639 GT, was completed by the Factory in 1961, where it was outfitted as a “Lusso,” or luxury street, version with several competition-style features which included a steel body with aluminum hood and deck lid as well as roll-up windows and fender and roof vents. Sold new to Marion Dall’Orso of Genoa, Italy, the SWB was soon thereafter exported to the United States. The Ferrari spent much of its early life in California and Texas, eventually making its way

back to Europe in the 1980s. Ultimately, this SWB was acquired by the consignor in 2011, and he promptly commissioned the renowned Ferrari specialists at Motion Products of Neenah, Wisconsin, to conduct a comprehensive restoration. Following the completion of the restoration in 2015, chassis 2639 GT has won numerous accolades, including Best of Show at Concorso Italiano, as well as earning Platinum Awards at the Ferrari Club of America International and the XXV Cavallino Classic Concours d’Elegance.

With Ferrari Classiche Red Book certification, this 250 GT SWB is eligible for virtually every important motoring event on the planet and will outperform nearly everything in its class with ease at the hands of a skilled driver. Sensational looks coupled with unsurpassed driving dynamics makes 2639 GT one of those rare opportunities to acquire a car that is both a pleasure to invest in as well as a pleasure to drive.





+Highlight

1930 Stutz Model M Supercharged Coupe

Chassis no: M-C-31312

One of only three supercharged Stutzes in existence, this 1930 Model M is clothed as a rakish and low-slung aluminum coupe by Lancefield Coachworks. Universally lauded for its handsome and sinister appearance, chassis M-C-31312 is beautifully restored and has impeccable history, including a well-known roster of owners dating back to famed Stutz collector A.K. Miller, who purchased it in the late 1940s.





AMELIA ISLAND

Held during the
Amelia Island Concours d'Elegance

11 MARCH 2017

LOCATION

THE RITZ-CARLTON
4750 AMELIA ISLAND PARKWAY
AMELIA ISLAND, FLORIDA
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Since 1999, RM Sotheby's has held the esteemed role of the official auction house of the Amelia Island Concours d'Elegance, presenting an incredible selection of the world's most desirable automobiles on the oceanfront lawn of the prestigious Ritz-Carlton. A popular holiday destination known for its luxury resorts, golf courses, and plentiful sandy beaches, Amelia Island is the perfect setting for car enthusiasts and their families alike to enjoy beautiful cars and beautiful beaches.

#RMAMELIA





VILLA ERBA

AUCTION PREVIEW



DONALD OSBORNE
Special to SHIFT

Donald Osborne is a historian, consultant, journalist, TV personality, and Accredited Senior Appraiser of the American Society of Appraisers.

He is the author of *Stile Transatlantico/Transatlantic Style*, published by Coachbuilt Press. Based in Palm Springs, California, he lives in Northern Italy several months each year and travels extensively in the United States and Europe, working with clients on the valuation, acquisition, and sale of collector cars.

If you're reading this magazine, then collector cars are obviously close to your heart and soul – and I am certainly your brother.

Strangely enough, not all of our significant others share the same level of passion that drives us and often find what they feel are perfectly sound reasons for not spending hours looking at cars in auction preview tents and rooms.

Fortunately for us, there are certain auction venues that offer compensations even to those who don't have Olio Fiat

SAE 30 in their veins or count Lancias in their head when they can't sleep. One of those is almost certainly the spectacular lakeside setting that hosts the biennial RM Sotheby's Villa Erba sale in Northern Italy. If the beauty of Lake Como is good enough for George Clooney, Gianni Versace, and Julian Lennon, who can argue?





Villa Erba

It's hardly necessary to require celebrities to make this experience worthwhile. I'm blessed enough to spend about a quarter of every year living in Northern Italy. Our apartment is in Bergamo, an hour and a half from Villa Erba by the Autostrada, and about 15 minutes more by more interesting two-lane roads.

A quality seen throughout the Northern Italian lake district is a unique blend of breathtaking natural beauty, elegant architecture, and an atmosphere that is as comfortable with deck shoes, jeans, a knit shirt, and windbreaker as it is in alligator shoes, tailored wool trousers, a silk shirt, and a cashmere sports coat.



Concorso d'Eleganza Villa d'Este



Even if you are not fortunate enough to be invited to the Concorso d'Eleganza at the legendary Hotel Villa d'Este, the public show the next day at the Villa Erba has all the same cars, rather more room in which to enjoy them, and of course is the site of the RM Sotheby's auction. There's also a historical display by event host BMW Group Classic, which is always interesting.

But what makes this area so wonderful for even those who aren't there for the cars is the food and drink. It's difficult to have an unsatisfactory meal in this area, and often the more humble the environment, the more interesting the food. Of special interest for the non-Italian visitor is that quite a few bars serve what we know as "cocktails" – mixed drinks as we have them back home, as well as a dizzying assortment of local *aperitivi* before dinner and *digestivi* afterwards to make your evening memorable.



Concorso d'Eleganza Villa d'Este

Of course there are the usual specialties of the region of Lombardia, such as risotto and cotoletta alla Milanese, the first rich and creamy, flavored with saffron, and the latter a thin veal cutlet passed through egg, dipped in breadcrumbs, and fried quickly in clear butter. But also try the local lake fish, sometimes freshly cooked directly out of the water, other times salted and sun dried for a more intense flavor.

While you're here, get into a truly Italian mindset and wander a bit. My friends and neighbors here think nothing of waking up in Milan, driving to Venice for a working lunch, then stopping for dinner with friends in Brescia before coming home for a quick nightcap with other pals back in Milan. All in a day.



Italian risotto

You may be staying on Lake Como, but only an hour's drive away is one of the world's temples of motorsport, the Autodromo di Monza. Only the Indianapolis Motor Speedway has continuously hosted races for a longer time. Located in the ridiculously beautiful royal park of the equally lovely city of Monza, you might even have a chance to drive the historic track at an open event. At the very least, coming into the park, walking through the lanes to the paddock, and seeing the grandstands and the amazing banking is worth the trip.



City of Monza

And, there's the town of Monza itself. Not far from the track, across the street from the Royal Palace, is the Hotel de la Ville. Stop in for lunch or a drink, then go into the center of the old town for great shopping that rivals that of Milan but in an all-pedestrian zone with caf  s, a food market with local products, and enough real estate offices to make you want to move.

There's so much more to do on your visit to the RM Sotheby's Villa Erba sale that you'll just have to make it a fixture on your calendar every other year to discover all that this amazing corner of Italy has to offer. I welcome you to a part of my world that I know you'll enjoy. #



Autodromo di Monza



VILLA ERBA

Held in association with the
Concorso d'Eleganza Villa d'Este

27 MAY 2017

LOCATION

VILLA ERBA
LARGO LUCHINO VISCONTI, 4
22012 CERNOBBIO CO
ITALY

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Held every two years since 2011, RM Sotheby's exclusive Villa Erba sale takes place along the beautiful shores of Lake Como, Italy, just one hour north of Milan. In partnership with the revered Concorso d'Eleganza Villa d'Este, the events combine to make for an unforgettable celebration of the hobby in one of the world's most picturesque locations. Whether you fly in or dock along the shores, the Villa Erba auction is the pinnacle of taste and exclusivity, offering the perfect opportunity in which to present some of the world's most significant blue-chip vehicles.

#RMVILLAERBA





Carnaby Street, the location of RM Sotheby's current London office.

RM Sotheby's Europe

BY JACK LITTLE, *Director of Business Development, RM Sotheby's*

As we move into the closing months of 2016, we reflect on many of the exciting developments that have reshaped the European office this year.

The European team has grown significantly in size, our London auction was the most successful in its 10-year history, and we were thrilled to have overseen the largest-ever European sale of cars, motorbikes, and boats at *Duemila Ruote* in Milan this November.

There is a great atmosphere in the London office. Several new faces have joined the team, bringing with them a weight of extensive expertise to bear on the quality of service we are able to offer our clients. Oliver Camelin and Michael Squire join us as car specialists from prestigious backgrounds, deepening our knowledge of the market, particularly in terms of Porsche, modern and supercars, and British sports and racing.



Car Specialist Oliver Camelin getting some air time with the BBC at our London office.



Car Specialist Paul Darvill chatting with a client.

We are delighted that Peter Wallman has taken up the reins as Managing Director of RM Sotheby's Europe. Under Peter's guidance, we have expanded our Business Development and Client Services departments: Jack Little joins us from Sotheby's London as our new Director of Business Development, and Anne Boucher as the new face of European Client Services. We have also expanded our Research department in London in the shape of Greg Duckloe and Lauren Warchol – an area which increasingly adds value to our business and enables us to continue to offer our clients a first-class service.



Amidst changes to personnel and company structure, a major landmark this year was the preparation and execution of our London sale in September. We managed to consign our most successful auction ever in the United Kingdom in the economic context of Brexit, and the results demonstrated the new team's ability and effectiveness. A superb collection of Porsches captivated the market and achieved some phenomenal prices, as did the memorable Iso Grifo barn find and the stunning Aston Martin DB4 GT. The sale attracted a record number of participants from all corners of the globe.

European Members & Specialists

Peter Wallman

Managing Director and
Car Specialist, European Division

Greg Anderson

General Manager

Augustin Sabatié-Garat

Auction Manager and Car Specialist

Jack Little

Director of Business Development, Europe

Natalie Keogh

Administration

Anne Boucher

Client Services Associate, PA to Peter Wallman

Paul Darvill

Car Specialist

Oliver Camelin

Car Specialist

Michael Squire

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Tonnie Van der Velden

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Sotheby's

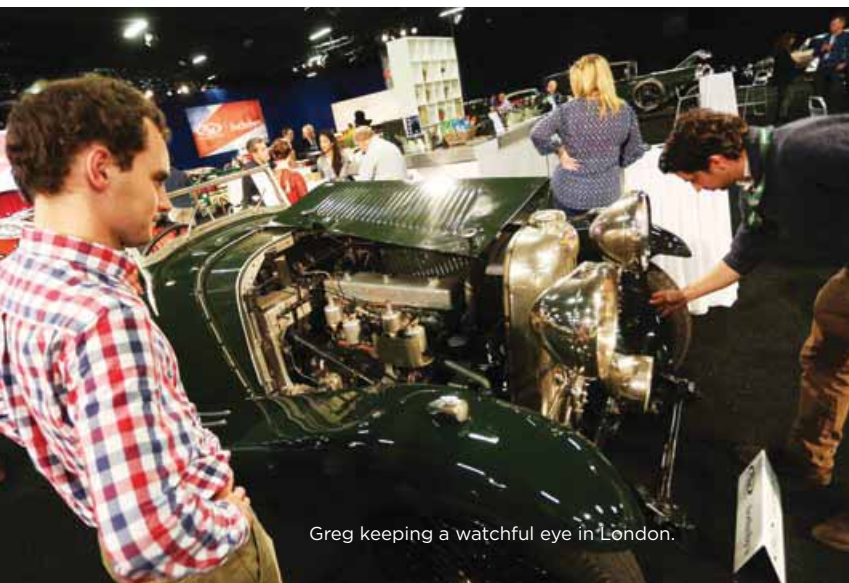


The stunning display at RM's London 2016 auction.

RM's partnership with Sotheby's continues to strengthen and provides fantastic development opportunities in Europe and emerging markets. Sotheby's specialists joined us at Battersea, exhibiting a fabulous selection of highlights from their 'Luxury Week' sales of Watches, Wine, Jewellery, and 20th Century Design. We are excited about the relationship continuing to develop in 2017, including collaborative events, the further integration of our teams, and the ability to offer clients a full range of services across the collectable categories. We are delighted that the partnership has served to benefit our existing clients as well as found us new buyers by increasing our presence in these markets.



Tonnie talking business at this year's London sale.



Greg keeping a watchful eye in London.

The Carnaby Street office continues to work as closely as ever with our colleagues in Canada and the United States, reinforcing our global reach. We intend to grow RM Sotheby's presence in Europe in 2017 and to continue to optimize the level of service we offer our clients. We have an exciting European auction calendar ahead: Paris in February, Villa Erba in May, and London in September. We look forward to seeing you there and to introducing you to the new team. #

Paul Darvill

RM Sotheby's Car Specialist

Paul Darvill joined the RM Sotheby's European team at the beginning of 2015. Paul holds a degree in French and Politics from the University of Bath and Sciences Po, Paris, and having studied international relations in Paris, Paul is also fluent in French.

A lifelong classic car enthusiast, Paul's route into the world of auctions was somewhat atypical. After graduation, he accepted a job in the aviation industry dealing with the private jet travel of high-net-worth individuals and multinational companies—that is, until the classic car bug got the better of him and he decided to turn his enthusiasm and knowledge of classic cars into a career.

Paul's passion for classic cars started with French marques, and he maintains a great enthusiasm for unusual and technically advanced classics. Today, Paul has a broad area of expertise and a particular passion for British sports cars, pre- and post-war French cars, and Italian and German marques. He always loves an unusual car, especially one with a good story!

In his spare time, Paul never misses an opportunity to use his faithful 1969 MGB GT, which has taken him to motor circuits, club meets, and rallies across Europe.

In 2015, he completed one of his favorite motoring events, the famous London to Brighton Veteran Car Run, in a 1904 Cadillac with fellow specialist Augustin Sabatié-Garat. Speaking after the Run, he explained that, "Having grown up along the London-Brighton route, the opportunity to complete the Run aboard a veteran car was a really special moment."

Life at RM Sotheby's is never dull, but one of Paul's most memorable moments was filming an Austin-Healey Works rally car on a frozen lake in Finland with rallying legend Rauno Aaltonen. More recently, he even had the opportunity to drive one of the most iconic Ferraris ever built, the famous NART Spider. Paul can be reached at pdarvill@rmsothebys.com or by calling the London office at +44 (0) 20 7851 7070.



Michael Squire

RM Sotheby's Car Specialist

Michael Squire joined RM Sotheby's European Division in the summer of 2016. He comes to RM with a prestigious racing background and equipped with an in-depth knowledge of the market, having worked with various prominent dealers and restorers across the United Kingdom. After receiving his masters in Mechanical Engineering from London's Imperial College, Michael joined legendary engineer Gordon Murray's design consultancy, where he was involved in several projects for OEMs, including a flat-pack truck! After his stint working in modern engineering, Michael moved back into the world of historic cars, most recently managing CKL Developments' racing and sales interests. In addition to his professional and academic experience, Michael and his father are regular participants in various historic car events, including historic racing, rallies, and concours d'elegance; his racing talent was most recently displayed

at the 2016 Goodwood Revival, where he piloted a 1964 AC Cobra to an impressive second overall in the Royal Automobile Club TT Celebration Race.

While Michael's interests cover a broad spectrum of the collector car market, he is particularly specialized in modern and British competition cars, with an additional interest in vintage Bentleys. Michael can be reached at msquire@rmsothebys.com or by calling the London office at +44 (0) 20 7851 7070.



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#rmontheroad



Featured

News

Travel

BY JEREMY MALCOLM

Digital Content Coordinator, RM Sotheby's

One of the joys of having a global reach in the collector car market is the travel. Throughout the year, we visit the best private collections, museums, car shows, concours events, tours, and car meets around the world. There is quite simply no one with a finger on the pulse of the collector car market like the RM team. With the explosive growth of social media, RM Sotheby's has found a fun and engaging way to share this behind-the-scenes look at the world of collector cars, and our staff, friends, and clients have been joining in the fun with us. The hashtag #rmontheroad has amassed hundreds of mentions from across the globe highlighting some of the greatest cars, events, and people in the business. Below are just a few examples, but don't forget to add the hashtag next time you post to join the conversation about all things cars!



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When you're tempted to just keep it for yourself,
but you promised to sell it . . . #rmontheroad



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The best of the best x2. #rmontheroad



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A once-in-a-lifetime sight. The most important
Ford GT40s all in one place. #rmontheroad



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Patiently waiting for the Duemila Ruote announcement. [#rmontheroad](#)



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Girls just wanna have fun! [#rmontheroad](#)



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Every gearhead has to make the pilgrimage once in their life. [#rmontheroad](#)



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RM-karting . . . kind of like go-karting, but a little more competitive. Sometimes confused with bumper-karts and demolition derbies. [#rmontheroad](#)



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Live long and prosper . . . wait . . . wrong Vulcan. [#rmontheroad](#)



IN THE DRIVER'S SEAT

A MOTORING ADVENTURE ON THE

COLORADO GRAND

BY DAVID SWIG

Car Specialist, RM Sotheby's

**The 2016
Colorado
Grand was
a motoring
adventure
in the truest
sense.**

Team RM - Spencer Croul
(left) and Car Specialist
David Swig (right) overlooking
one of Colorado's stunning
natural gorges.

For both my co-driver Spencer Croul and I, it was our very first Grand. This event has always held a special significance for me: my father Martin attended the very first few Colorado Grand events well over two decades ago, and it was those early experiences of motoring camaraderie that led to the founding of his California Mille.

The sense of adventure was palpable as I headed west from Denver and into the majestic Rocky Mountains. I wasn't quite sure what to expect. Our car was a wild card – an AC Aceca Bristol from the RM garage. We were to collect it at the starting location in Vail. Was it prepared to tackle 10,000-foot mountain passes? Would we finish? These questions percolated in my mind as I came to terms with beginning a 1,000-mile rally in a car I had never even seen before!

With the start behind us and the Aceca beginning to eat up the miles, we ensconced ourselves into the cozy, if close, quarters of its cockpit—leather, wood, and wool carpet—two 6'4 guys in a tiny British sports car. We began to feel relatively at ease. The two-liter Bristol six was positively humming along, especially



The +100 cars participating in this year's Grand came in all shapes and sizes. Here, an Allard, a Porsche, and a trio of 300SLs convene at a lunch stop.

after some roadside carburetor adjustments performed by some of the Grand's top-notch mechanics. Ten thousand feet was no problem. What a relief!

The high elevations of the Rockies gave way to the stunning desert scenery of Moab, Utah. It was too good to pass up, and the Aceca was getting better with each mile – so we decided on an extra credit loop through the stunning Arches National Park.

Out of the desert, it was onwards to the ski resort town of Telluride; Spencer mastering the Aceca's controls while we chased a Ferrari TR59 and a Jaguar XKSS. Watching the landscape fly by and listening to the symphony of the Ferrari's exhaust echoing off the canyons, I couldn't help but think that the Colorado Grand exemplifies everything good about vintage cars – what more could one want?



David and Spencer with their ride, a 1960 AC Aceca-Bristol. They drove the car over 1,200 miles without issue.

IN THE DRIVER'S SEAT

They Drive a Duesenberg

BY JONATHAN SIERAKOWSKI
Car Specialist, RM Sotheby's



September is an exceptional time for car club tours, with the weather in most parts of the country being far more comfortable than the seasonal highs of months past.

Earlier this year, Gord Duff and I were talking Duesenbergs with Sam Mann and, knowing we were both enthusiasts of the marque, he encouraged us to participate in the Duesenberg Tour planned for September. Sam has planned five of these tours, the last two in partnership with a fellow enthusiast willing to share the task of scouting a route in their region of the country.

Getting a small group of old cars together to drive for a few days may seem relatively straightforward, but this is truly a significant undertaking requiring many hours of planning months ahead of time to establish a safe and scenic route with food and lodging stops at appropriate intervals and all the minutia that

follows. As such, the event has typically been held only every two years. With all the arrangements in place, we knew we were in for a special experience among an elite group of collectors.

Gord has been on many car tours, and for him, the Duesenberg Tour was an event he had been wanting to participate in for several years. For me, this was a tremendous opportunity that set the bar quite high, as it was my first classic car tour. Held from September 12th–18th, the event was co-organized by Bill Parfet (with a lot of support from Mark Iles and Kim Brodhagen) to create an event that would bring the cars and their occupants through northern Michigan and the Upper Peninsula.

The car we were driving was J-147, a Murphy Convertible Coupe that was entrusted to us by its gracious owner. Since it was restored about five years ago, it had only had a few hundred miles on the odometer, so we were, in effect, taking it on its first shakedown tour, which would stretch over 1,000 miles from Bay Harbor, Michigan, all the way up across the Mackinaw Bridge and the Upper Peninsula before heading back where we started. J-147 technically had three occupants, the third being a stuffed bear that was part of Kim's welcome kit; "DuesenBear" rode along with us on the rear bumper.



Views from the summit of Brockway Mountain Drive, Car Specialists Gord Duff and Jonathan Sierakowski take a quick break on day two to enjoy the view just west of Copper Harbor.

IN THE DRIVER'S SEAT



Peeping over the fender of J-147 the boys venture across the mighty MacKinaw Bridge.

Technical support was supplied by Brian Joseph's Classic & Exotic Service, along with his expert mechanics Josh Voss and Tim Purrier. One of the top Duesenberg restorers in the country, Brian and his team are known for being able to troubleshoot and sort a car from front to back. Approximately half of the 20 cars on the tour had been to Brian's shop for varying degrees of fettling, providing a great deal of assurance that the majority of the cars would complete the tour successfully. To handle any issues that could not be addressed roadside, Sam Mann's mechanic Jim Glenn tailed the tour with truck and trailer, providing an extra measure of assurance and safety.

During his comments at dinner the first evening at the Bay Harbor Village Hotel, Bill emphasized that the goals were to have fun driving cars, build on existing friendships, and create new ones. Looking around the dining room at the enthusiasm of our fellow travelers, the result promised to be exactly that.

The tour took off from the next morning during a downpour that began just as breakfast was wrapping up. Participants watched the rain come down through the large windows of the breakfast room overlooking the street where many cars were parked. Bear in mind that this particular group of tour cars was not insignificant, with many examples familiar to the concours circuit among them; however, there was no stress about a little dirt or precipitation among members of the tour in this very different context. If there was any apprehension about taking off in the rain, it evaporated when a soaking wet Richie Clyne arrived at the breakfast room and exclaimed, "It's raining out!"



Around 8:30, cars began what would ultimately be an over 300-mile journey by day's end. A few miles out we were in the country, away from the modern traffic of Bay Harbor, and our group followed the route towards the Mackinaw Bridge. The rain lightened up significantly after the first hour, and the beauty of northern Michigan became more evident through the fog and drizzle. Confidence was high after the last members of the group reached the first coffee break stop at a rest stop at the base of the bridge without incident. The view was incredible and, armed with confidence, the group took off for the land that awaited us on the other side of the bridge, Michigan's Upper Peninsula.

Miles of driving took us through open and forested roads to Houghton, and the appearance of the sky improved dramatically. Houghton is a small college town and, as this group of Duesenbergs crawled through town to the hotel, I had to wonder if the hundreds of students who observed the tour coming saw an old car tour or realized what they were seeing was something special and unique,

and it was a thought that occurred to me every time we entered a town.

Dinner each evening was presented by the hotel chef and was accompanied by a historical presentation or performance to provide further background on our locale. Each day, we took off after breakfast for a day filled with some incredible scenic stops; most notably for me was our ascent up Brockway Mountain Drive, just west of Copper Harbor. The relatively small size of the group afforded all of the participants to share meals and get to know one another, making a reality Bill's prognostication of growing relationships old and new.

Thousands of words could be written about individual experiences, sights, stories, and interactions, but suffice it to say we were both grateful for the experience and hope to do it again in the future—and we hope the few photos published here will help illuminate the experience. J-147 performed admirably and merely required the swapping of one imbalanced wheel; all told, 19 of 20 cars successfully completed the tour—not bad at all for a group of octogenarian machines.

As a new generation of collectors assumes the responsibility for stewardship of pre-war cars, it is impressed upon me how important it is that marque- or era-specific tours continue to promote driving culture and allow owners—and future owners—to experience their cars in a more significant and visceral way. The term "rolling sculpture" may be oft used, but it is true that these beautiful artworks are indeed living, breathing machines. Properly prepared, they are capable of giving up every bit of performance and style on the road today as they did back in the 1930s. ■



Indispensables

The Items Our Specialists Can't Go Without
Concours Edition

BY JAKE AUERBACH
Car Specialist, RM Sotheby's

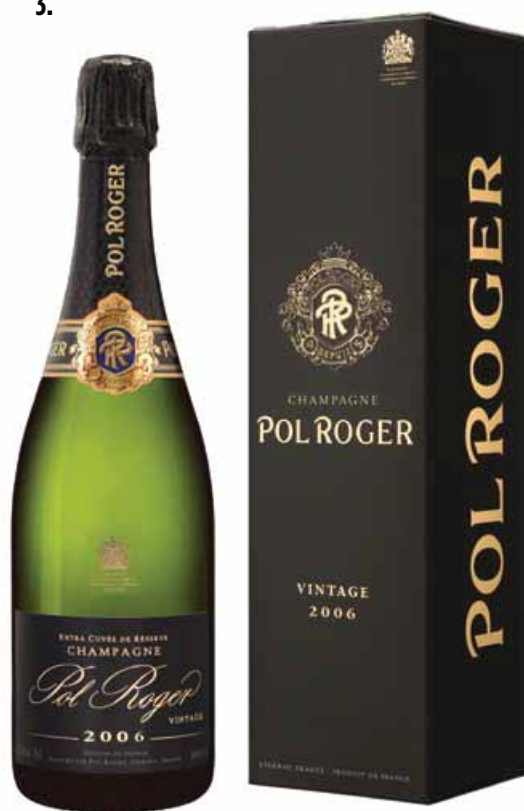
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1. PETER WALLMAN: MILLE MIGLIA CUFFLINKS



While rolled-up sleeves will do for a long morning walk around the field, cufflinks are a must once the sun goes down and the gala festivities begin. One would be hard-pressed to find a better choice than Chopard's Mille Miglia cufflinks, adorned with Dunlop's famous 1960's tire tread design, and instantly recognizable to a certain set.

Mille Miglia Cufflinks in Palladium Finish, \$945 at Chopard retailers or chopard.com

2. MICHAEL SQUIRE: AUTODROMO STRINGBACK DRIVING GLOVES



With all the ropes, tents, and fancy plasticware, it can be easy to forget that the concours d'elegance is meant to celebrate automobiles not just as beautiful pieces of rolling lawn furniture, but also as the exciting motorized wonders that they are. With that in mind, there is a special satisfaction in driving one's car on and off the field, ideally with a bit of spirit. So save your white gloves for the judging, and carry a good pair of driving gloves for the ride home. This stylish pair of stringback gloves from Autodromo is not only functional, but it makes a great pocket square replacement in case yours got dirty checking the points that morning.

Autodromo Stringback Driving Gloves in Cognac with Natural String, \$125 at autodromo.com

3. AUGUSTIN SABATIE-GARAT: 2006 POL ROGER CHAMPAGNE



Always show up prepared if you're putting a car on the field. This means bringing detail spray, microfiber, jump pack, and starter fluid—but if you're coming prepared to win, don't forget the champagne! Keep the bottle stashed away in your car; as long as you keep the cage on, it's not bad luck, just good planning. Pol Roger is a popular sight at both Goodwood and the Windsor Castle Concours, perhaps because it was Winston Churchill's favorite. The 2006 is light on its feet, with fine floral aromas and delicate, precise flavors. The perfect accompaniment for any refined occasion—and just happens to go quite well with confetti!

Pol Roger 2006, \$99.95 at Sotheby's Wine retail store (212 894 1990) or sothebyswine.com

4. DON ROSE: DAWN PATROL HAT



These days, it seems like there's a trophy for every car on the field, and that's not necessarily a bad thing. It's no fun going home empty-handed, especially after putting in all the time and money it takes to participate; but leaving with just a bit of hardware—even if it is for "Best Green Car with a Sunroof"—seems to make it all worthwhile, and it makes owners more likely to return next year. But when it comes to Pebble Beach, the mark of true devotees is not blue ribbons or large trophies, but rather a baseball hat bearing the insignia of the Dawn Patrol. While not to be confused with Don Patrol, the expert scrutiny with which specialist Don Rose makes his rounds, the Dawn Patrol hat signifies those who were up before sunrise and on the field in misty fog to catch an unadulterated glimpse of the cars as they drove onto the lawn. It's a bit like showing up early for batting practice: a low-key affair far removed from the glamour of the event itself, and full of only the faithful and their coffee thermoses. The hats are unique each year and cannot be bought, only earned.

Dawn Patrol Hat, priceless, available at 5:00 a.m. at the Pebble Beach Concours d'Elegance

5. ALEXANDER WEAVER: ROLEX DAYTONA PAUL NEWMAN C. 1966



Keep track of your lap times and never be late for the awards ceremony with a vintage chronograph that sports more racing heritage than most of the cars on the field, and may be just as sound of an investment. A common sight on the wrists of drivers and crew-chiefs alike, the Rolex Daytona has, for over half a century, kept time of the fastest laps in racing. The "Paul Newman" Daytona is its most iconic iteration, taking as its namesake the famous race car driver (and occasional actor) often spotted wearing the watch on camera and on the track.

Rolex Daytona Paul Newman c. 1966, value estimated at \$70,000–\$90,000, to be offered by Sotheby's New York Important Watches, 7 December

6. JONATHAN SIERAKOWSKI: PERSOL 714 SERIES STEVE MCQUEEN SPECIAL EDITION SUNGLASSES



Given that he could only wear his sunglasses for half the race, it's almost surprising that Steve McQueen found such a love affair with Le Mans—the sunglasses were, after all, one of the things that gave the king of cool his cool . . . well, that and a set of keys to his XKSS. Cool factor aside, few items are more indispensable than sunglasses if you plan to spend your day around all the gleaming chrome on the concours field.

Persol 714 Series Steve McQueen Special Edition, \$400 at sunglasshut.com

7. TONNIE VAN DER VELDEN: MINILITE MONEY CLIP AND KEY CHAIN



Most RM Sotheby's auctions take place within a day or two of a major concours event. For specialists, this means spending much of our weekend crawling in, on, under, and around old cars in a way that combines the best parts of both yoga and oil changes. Keeping your pockets slim makes this a far more comfortable and graceful process, with the two biggest offenders being large wallets and cluttered key rings. This beautiful money clip from The Driver's Society and Minilite checks all the boxes and will keep your business cards, logbooks, and cash neatly out of the way. Goes great with the matching keychain (ignition key only!) and makes a great desk accessory when not in use.

Minilite Key Chain in Rhodium Plated Bronze and Enamel, \$125 at thedriverssociety.com

Minilite Money Clip in Rhodium Plated Bronze and Enamel, \$185 at thedriverssociety.com

8. GORD DUFF: TOD'S FOR FERRARI GOMMINO MOCCASINS



It's important to remember that "concours d'elegance" means the same thing whether you are at Pebble Beach, Villa d'Este, Amelia Island, or Salon Privé, and it's not just French for "car show." It is, quite literally, a "competition of elegance," and while there are no prizes for best-dressed post-war attendee, it doesn't hurt to look the part. While sneakers may be a tempting option for the long walks between American pre-war and open-wheel race cars, a pair of Tod's moccasins are just as comfortable and might even convince someone you own a car in each class. This pair, available from the Ferrari Store, bears the racing number of the Formula 2 car that Alberto Ascari drove to his first world championship, and they happen to look great in dark gray suede over red interior, with authentic cavallino rampante on both the driver and passenger sides.

Tod's for Ferrari Gommino Moccasins in Dark Grey Suede Leather, \$410 at Ferrari Store retail locations or store.ferrari.com

People You *Know*



1. Karen Dunlop, Rob Myers, Anne Brockington Lee, and the Cassinis catch up on the field at Pebble Beach.



2. Mike Obolsky and Lana Gafford hang out at the candy shop. **3.** Jack Little, Sadie Chapple, Peter Wallman, and Anne Boucher relax on the field at Pebble. **4.** Gord Duff and Alex Classick reminisce about the old days. **5.** Michael Strahan and Rob Myers in Monterey. **6.** David Swig and Spencer Croul on the Colorado Grand. **7.** Jim Click and Alexander Weaver in Monterey. **8.** Ian Kelleher, Justin Bell, and Patrick Long welcome guests at the Soho House event in Culver City.

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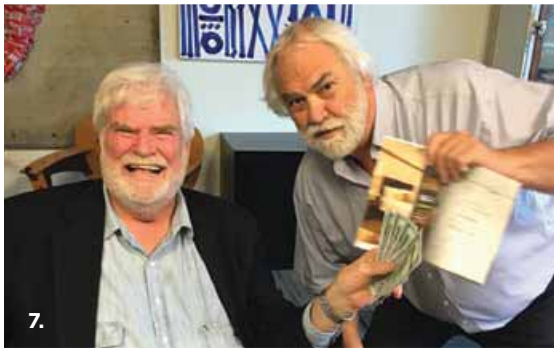
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1. Donnie Gould, Peter Haynes, Augustin Sabatié-Garat, Tonnie Van der Velden, and Alexander Weaver take in the view at the Monaco Historics. 2. Paul Darvill leads a tour at Battersea Evolution. 3. Allie Brydges is the driver at the AACA Swap Meet in Hershey. 4. Ernie Morreau and Jake O'Gorman at the Inn at St. John's. 5. Ron Rosner, Donnie Gould, and Matt Malamut: #benchlyfe. 6. Donnie Gould and Bob Smith consider a Monza at the Portola.



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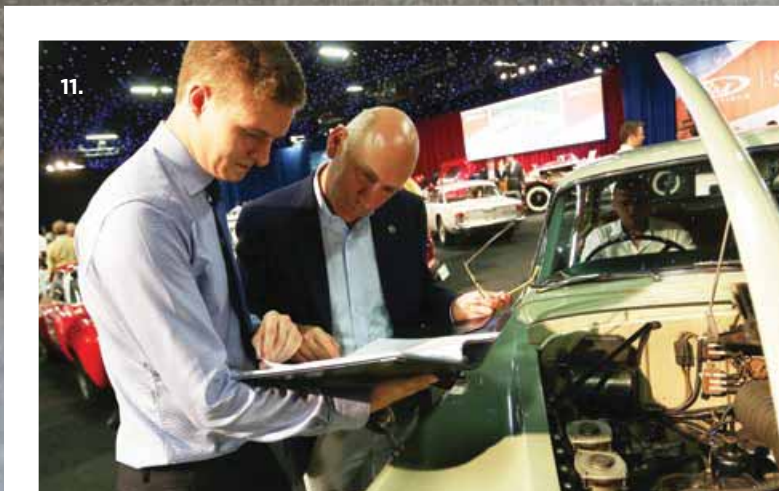


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7. Rob Myers and Keith Crain settle a friendly wager! 8. Alain Squindo and Jean Jennings in a fabulous headpiece at the Inn at St. John's. 9. Cam Smyth in Hershey. 10. Frank Thompson checks out an E-Type in Hershey. 11. Michael Squire and Gregor Fiskien at Battersea Evolution. 12. Jim Taylor, Stephanie Jacklin, Lydia Thompson, and T.G. Mitler in Santa Fe, NM.



11.



12.

PETE FISHER

Ian Kelleher sat down with Car Specialist Pete Fisher to talk classic cars, favourite “car moments,” and the future for young car collectors.



Tell us a bit about yourself and your personal history with classic cars, events, and the automotive industry.

I come from a rural background, and as a child growing up in the country, I always had an interest in tractors, trucks, and all things mechanical. I began to pursue my interest in cars during high school when I worked part-time at a small, local restoration shop. Upon graduation, I decided to attend McPherson College in McPherson, Kansas, where I studied Automotive Restoration and Business Management. While there, I took a job with a prominent collector whose collection is primarily centered around Ford Performance. It was here that I truly developed an affinity for early Ford V8s and the Ford model line in totality. For a kid like me, getting behind the wheel of a Scot-blown '32 Roadster was the pinnacle of everything that was cool.



Pete driving the 1959 BMW 507 Roadster Series II for the New York 2015 photoshoot.



Pete and Gord driving two Duesenbergs for the Hershey 2016 photoshoot.

What makes you different from other car specialists? What is the “value-added bonus” a client receives when working with you?

A lot of younger guys these days are more interested in late-model sports and exotics, and I think people my age with a love for pre-war Classics are relatively rare. I put a lot of time into understanding both the mechanical and historical significance of what makes certain cars unique and desirable, and I love being given opportunities to learn more from enthusiasts face-to-face, as we meet so many people who are so unbelievably knowledgeable. It's great to make friends who have like-minded interests!

What is the most exhilarating, exciting “car moment” in your life thus far?

Late-night driving through West Palm Beach, Florida, in a 1989 Ferrari Testarossa with my colleague and friend, Matt Malamut — just a couple of boys and a cool car, blasting some tunes and probably having just a little too much fun — it's moments like these that I think every car guy ‘gets.’ I'm lucky enough to have had a fair amount of these types of experiences, and they are just some of the many reasons why I love cars, the hobby, and the enthusiast lifestyle.



Pete is all business taking calls in St. John's, 2016.



Pete behind the wheel of the BMW 507.



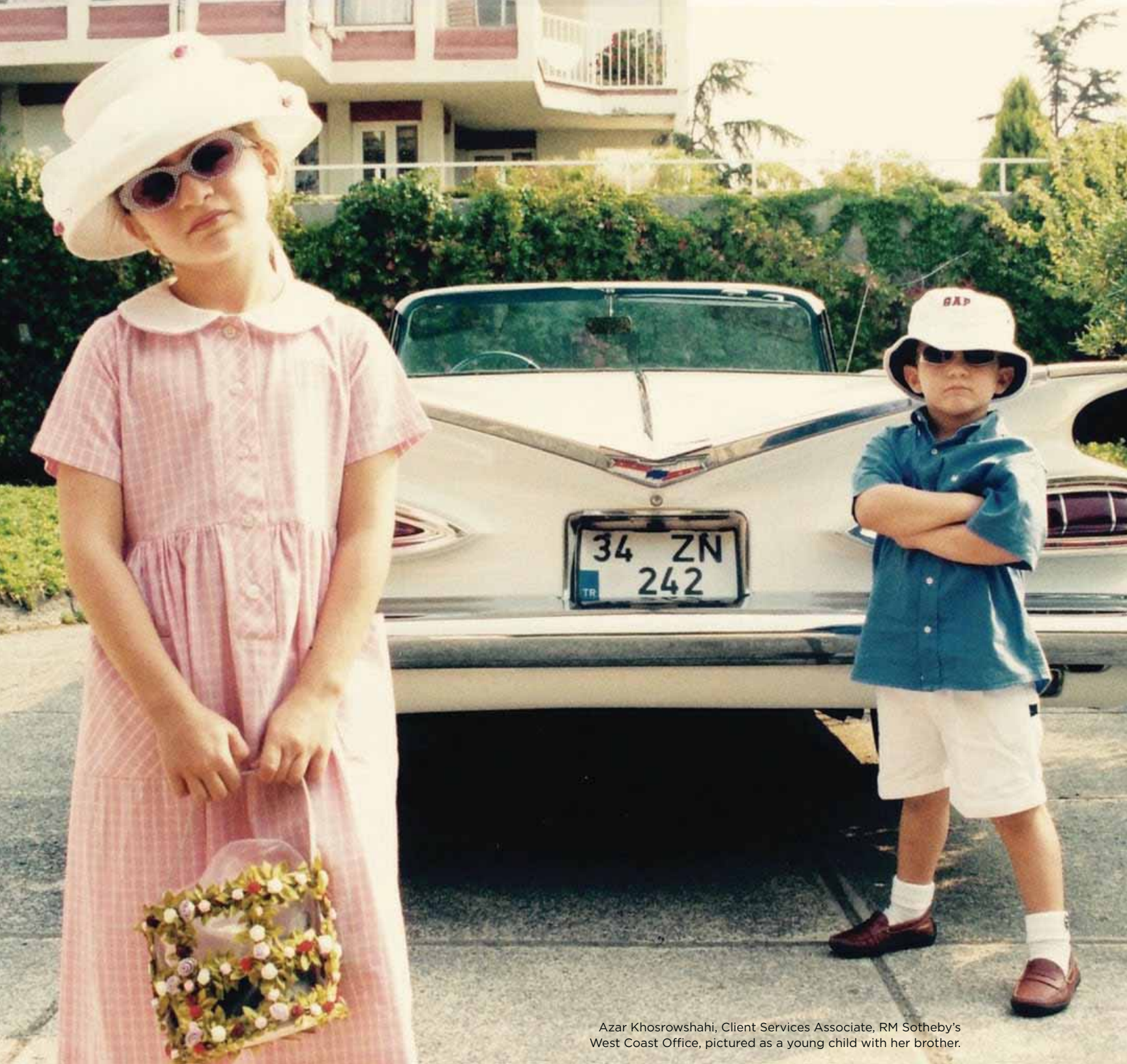
Pete at his shop in Blenheim, Ontario

Where do you see the industry going over the next 10 years, and how do you see your generation taking the lead for future collectors?

I think we're going to see quite a few cars come to market out of baby-boomer collections in the next 10 years. The market is already starting to fine tune itself where the good cars do well, and the just okay cars don't shine, but I think this is going to really pronounce itself as more and more cars start to become available for sale. When possible, guys like myself need to work to help advise collectors on what makes cars unique and desirable, not just now, but into the future; after all, people from my generation are the collectors of tomorrow.

As a relative newcomer to the business, what type of mentorship have you received? Can you speak a little bit about the importance of this mentorship in the auction industry?

I was very fortunate to have my colleague, Gord Duff, take me under his wing when I first came on board with R.M. Gord has a great deal of experience as a long-term R.M. employee, and his knowledge of the auction business is substantial and all-encompassing. I quickly learned the ins and outs of the trade and became confident in my ability to act as a representative for the company. Gord's overall car knowledge and expertise is a bit different from mine, so it was great to learn from him about his interests. This is really one of the best things about the entire R.M. team—the fact that everyone has different interests and we can all learn from each other. Gord has been extremely supportive in helping me develop my own career and unique niche, and I can't thank him enough! 🐾



Azar Khosrowshahi, Client Services Associate, RM Sotheby's West Coast Office, pictured as a young child with her brother.

Now hit the road! Next issue coming summer 2017.



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