

Expanded Issue! | Complete Amelia Coverage | \$22m in Market Reports

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

Lucky Strike

427 Cobra

\$675k



June 2009

\$6.00US \$6.00CAN

06>



www.sportscarmarket.com

- ▶ The \$12m Lamborghini dealer swindle
- ▶ Tatra T87—the Allies' secret weapon
- ▶ \$203k Daytona—has the Prancing Horse stumbled?

Sports Car Market

Publisher Keith Martin
keith.martin@sportscarmarket.com; 503.261.0555 x 210

Art Director Kirsten Onoday
kirsten.onoday@sportscarmarket.com; 503.261.0555 x 202

Executive Editor Paul Duchene
paul.duchene@sportscarmarket.com; 503.261.0555 x 206

Managing Editor Stefan Lombard
stefan.lombard@sportscarmarket.com; 503.261.0555 x 203

Auction Editor Jim Pickering
jim.pickering@sportscarmarket.com; 503.261.0555 x 208

Copy Editors Yael Abel, Kristen Hall-Geisler, Bill Neill

Senior Auction Analysts B. Mitchell Carlson, Carl Bomstead

Auction Analysts John Clucas (Australia), Daniel Grunwald, Paul Hardiman (Europe), Jérôme Hardy (Europe), Chip Lamb, Norm Mort (Canada), Dale Novak, Phil Skinner

Contributing Editors Steve Ahlgrim (Ferrari), Gary Anderson (English), Colin Comer (Muscle Cars), John Draneas (Legal), Donald Osborne (Etceterini), Jim Schragger (Porsche), Michael Sheehan (Ferrari), Thor Thorson (Race Cars)

Contributors John Apen, Diane Brandon, Marshall Buck, Miles Collier, Martin Emmison, Paul Hardiman, Simon Kidston, Raymond Millo, Rob Sass, Steve Serio

Operations Manager Jennifer Davis-Shockley
jennifer.davis@sportscarmarket.com; 503.261.0555 x 207

Senior Web Developer Jerret Kinsman
jerret.kinsman@sportscarmarket.com; 503.261.0555 x 212

Information Technology/Internet Bryan Wolfe
bryan.wolfe@sportscarmarket.com; 503.261.0555 x 215

Financial Manager Nikki Nalum
nikki.nalum@sportscarmarket.com; 503.261.0555 x 205

Strategic Planner Bill Woodard

Print Media Director Wendie Martin
wmartin@enthusiastmediagroup.com; 206.427.1652

Executive Producer, SCM Television Roger Williams
roger_williams@earthlink.net

TED ALFANO was an independent contractor in the apparel industry before jumping to advertising sales in 1997. For eleven years he represented Ross Periodicals, publisher of five automobile magazines and a woodworking title. While there he helped to build FORZA into the largest Ferrari magazine in the industry. He added Corvette magazine to his resume five years ago. Alfano had always been a fan and reader of SCM, so it was an easy transition for him in November 2008 to join the gang here in Portland to work on ad sales for both SCM and CM. His contacts and knowledge of the magazine business are second to none, and he considers himself fortunate to be working in an industry he loves.



COLIN COMER is the founder of Colin's Classic Automobiles in Milwaukee, Wisconsin, as well as SCM's resident Shelby expert. His fascination with cars began at an early age, and according to him, he never grew out of it. His expertise on car collecting has appeared in several publications and on television, and he is the author of the best-selling book Million-Dollar Muscle Cars, as well as the forthcoming Complete Book of Shelby, which will be released this November. Comer has an impressive collection of his own and enjoys vintage racing his historic B/ Production 1965 Shelby GT350. He is a regular contributor to both Sports Car Market and Corvette Market magazines, and this month he profiles our cover car on p. 46.



ED MILICH is a writer, musician, motorcycle road racer, and mechanical engineer living in Los Angeles. He edits the motorcycle web sites www.guzzitech.com, www.bimotacagiva.com, and www.motobastard.com, as well as his blog, www.guzzitech.blogspot.com, and he recently released a book of motorcycle poetry entitled Wrenched, Man and Machine. His hopeless devotion to Italian two-wheelers is unrelenting, and he considers his small fleet family. You'll often find him on the weekends covered in grease at Long Beach's Moto Guzzi Classics, but in March he took his Ducati Pantah and Moto Guzzi V65 to Daytona to beat on them in some Vintage Superbike races. That story appears on p. 110.



MICHAEL SHEEHAN ran one of the largest independent Ferrari service centers in Southern California for 30 years. Currently, he is a Ferrari historian and broker who has appeared in several automotive television documentaries, including shows on the History Channel. He has a passion for racing both current and vintage machinery and has competed in the Mazda Pro Series, Trans-Am, IMSA GTO, and IMSA Camel Lite, and has three drives in the 24 Hours of Daytona and 12 Hours of Sebring. He spends much of his waking and sleeping life counting the cars of Enzo Ferrari and maintains a database to that effect. His regular column, "Sheehan Speaks," has been a part of SCM since 1993, and on p. 38 this month he dives into the rise and fall of a California Lamborghini dealership.



ADVERTISING

Display Advertising Executives
 Ted Alfano
ted.alfano@sportscarmarket.com; 877.219.2605 ext. 211
 Cody Wilson
cody.wilson@sportscarmarket.com; 877.219.2605 ext. 213

Classified Advertising
classifieds@sportscarmarket.com

SUBSCRIPTIONS

Subscriptions Coordinators Mary Artz
877.219.2605 x 204; M-F 9am to 5pm PST

To order new subscriptions 800.289.2819

Questions about current subscriptions 877.219.2605, ext. 204,
subscriptions@sportscarmarket.com, fax 503.253.2234

www.sportscarmarket.com

CORRESPONDENCE

Email service@sportscarmarket.com
Customer Support www.sportscarmarket.com/helpdesk
Fax 503.253.2234
General P.O. Box 4797, Portland, OR 97208
FedEx/DHL/UPS 401 NE 19th, Suite 100, Portland, OR 97232

The information in Sports Car Market magazine is compiled from a variety of reliable sources. However, we disclaim and deny any responsibility or liability for the timeliness, use, interpretation, accuracy, and completeness of the information presented. All material, data, formats and intellectual concepts in this issue © 2009 by Sports Car Market, Inc., Automotive Investor Media Group and Automotive Investor in this format and any other used by Sports Car Market magazine. Copyright registered with the United States copyright office. Canada Post Publication Agreement #41578525

PRINTED IN USA

MORRIS & WELFORD, LLC

INTERNATIONAL SPECIALIST HISTORIC
 CAR CONSULTANTS & BROKERS



1961 ABARTH 1000GT BIALBERO CUNNINGHAM TEAM CAR

CHASSIS NUMBER 1128948 IS ONE OF THE THREE CUNNINGHAM TEAM FIAT-ABARTH 1000 BIALBERO GT CARS THAT WERE ENTRUSTED TO ALFREDO MOMO FOR THE 1962 SEBRING 3-HOUR RACE, WHICH IT WON OUTRIGHT DRIVEN BY BRUCE MCLAREN. THEN RACED BY WALT HANSGEN IN THE BRIDGEHAMPTON 400 WHERE HE BEAT ALL THE LARGER ENGINED ALFA SZS. OFFERED WITH SUPERB FULLY DOCUMENTED HISTORY, THIS LITTLE JEWEL WON BEST IN CLASS AT PEBBLE BEACH 2002.

OTHER CARS AVAILABLE

- 1914 STANLEY 10HP FOUR PASSENGERS MODEL 607
- 1923 CITROEN 5CV TYPE C TORPEDO
- 1928 BUGATTI TYPE 37 A
- 1932 ALFA ROMEO 6C 1750 GRAN SPORT ZAGATO
- 1954 FIAT 8V ZAGATO
- 1955 MERCEDES-BENZ 190SLR
- 1956 AUSTIN-HEALEY 100M
- 1958 PORSCHE 356A 1600 SPEEDSTER
- 1966 CHEVROLET CORVETTE ROADSTER 427/435 TRI-POWER
- 1967 JAGUAR E-TYPE 4.2 ROADSTER
- 1974 BMW 3.0 CS AUTOMATIC
 (THE PROPERTY OF MS. GINA GERSHON)

PLEASE CONTACT

MILES MORRIS

CONNECTICUT
 TEL: 203 222 3862
 FAX: 203 222 3863
 CELL: 203 722 3333
 E-MAIL: MILES@MORRISANDWELFORD.COM

MARK DONALDSON

HAMPSHIRE, UK
 TEL: 01252 845818
 FAX: 01252 845974
 MOBILE: 07901 712255
 E-MAIL: MARK@MORRISANDWELFORD.CO.UK

MALCOLM WELFORD

CALIFORNIA
 TEL: 714 434 8562
 FAX: 714 434 8155
 CELL: 949 500 0585
 E-MAIL: MALCOLM@MORRISANDWELFORD.COM

WWW.MORRISANDWELFORD.COM

Old Dogs, Old Tricks at Daytona

Vintage bikes spent a long time at full throttle, which caused spectacular engine failures, including an explosion that left oil clear through Turn 2

by Ed Milich



Feather the clutch and then peg that sucker

Each March, vintage bike racers converge on Daytona International Speedway to run wide open on the high banks, just like in the old days.

The 2009 American Historic Racing Motorcycle Association (AHRMA) races started with Tech Day on Sunday, March 1, at Volusia County Fairgrounds, where fans could watch racers prepping their bikes for two frantic days of racing at the Speedway. A poster signing featured Superbike personalities Dave Aldana, Don Emde, and Hurley Wilvert, and the first three-time Daytona winner, Dick Klamforth.

Racing took place on Daytona's famous East and West high-speed 32-degree banked turns, connected with a short infield course and a back straightaway. Vintage bikes spent a long time at full throttle, which caused spectacular engine failures, including a Superbike explosion that left oil clear through Turn 2.

Overseas riders expend huge efforts to transport bikes and gear from around the globe. This year's foreign stars were Japanese riders who brought updated versions of 1970s and '80s Japanese Superbike racers. It was worth it for 47-year-old Ishigami Katsutoshi from Tsukuba, Japan, who packed a 1976 Kawasaki KZ900 and spares into a crate for a month-long boat trip but was rewarded with a 1st place finish in the pre-1982 Vintage Superbike Heavyweight class. Another Far East attendee was long-time Moto Guzzi racer Ken Nemoto of Tokyo, who took a 2nd in Formula 750 and a 3rd in Formula Vintage aboard his 1974 Moto Guzzi V7 Sport. Engine trouble threatened between races, but mechanic Tadao Jingushi worked his magic and put him back on the podium.

Vintage motorcycle personalities peppered the proceedings. Cook Nielsen, who won a Daytona Superbike race on a bevel-drive Ducati in 1977, donned his old Cycle Magazine leathers again. Superbike legend Aldana (still in his famous "bones" leathers) took two 4th places in Vintage Superbike Heavyweight and a 2nd in Formula Vintage.

The TransAtlantic Challenge is a new class, which pits late-model Triumph Thruxtons against Harley-Davidson 883 Sportsters, in memory of their longstanding rivalry. This year's race was mostly Thruxtons; perhaps in the future old Sportster racers will come out of the woodwork. Tuesday saw a tremendous battle between the #1 plate Thruxton ridden by Daytona 200 Veteran Rob McClendon III and 1980s AMA Superbike veteran Thad Wolff, who grabbed the win.

Veteran Tim Joyce took the 500 Premier class on a 1962 Norton Manx, while AHRMA fixture David Roper won both 350GP races on a 1970 Harley/Aermacchi Sprint. He's still the only American ever to win at the Isle of Man—1984's Senior Classic Historic TT.

Sadly, the future of the AHRMA is threatened by off-track disputes. A longstanding legal feud between AHRMA trustee Jeff Smith and Team Obsolete's Rob Ianucci has led the American Motorcyclist Association to warn the AHRMA that it stands to lose sanctioning and insurance, unless the parties reconcile. Perhaps the specter of no

Daytona racing will get them talking again.

Following the vintage races, the Daytona Classic Motorcycle Auction took place March 7, with Bator International taking over from J. Wood Auctions this year. A total of 215 bikes were offered and 138 sold for a respectable 64% sell-through, though a documented 1923 Harley board track racer fell short of reserve at \$300,000, and Nicolas Cage's 1952 Vincent Black Shadow Bonneville Salt Flats racer missed at \$55,000.

However, auctioneer Jerry Woods's own 1975 Ducati 750 SS racer was probably the buy of the weekend at \$13,200, with a fresh engine that must have cost \$10,000 to build. ♦

SCM's Milich Goes Four for Four


I compete in the Vintage Superbike classes with my 780-cc Ducati Pantah (a.k.a. Cagiva Alazzurra) and 650-cc Moto Guzzi V65. I've won a few national championships, but victories at historic Daytona have special significance.

My two racers are fairly mild. Why blow up a fragile motor in practice, when all you win is a small wooden plaque? Still, I found an extra 12 hp in my Guzzi—with stock parts—and my 75-hp Ducati is very reliable. I use stock-ish 35-mm Marzocchi forks, though it's alarming to see them bend 1½ inches going into Turn 1 on the brakes.

The first day, I got the hole shot on the Guzzi in Vintage Superbike Lightweight, passed a two-stroke coming onto the west banking and beat the second-place Honda Ascot by nine seconds. Then I jumped on my Ducati and won the Middleweight class by 30 seconds. I love starts: Hold that sucker at 5,000 rpm, when the flag flies, feather the clutch and peg the throttle into Turn 1.

The second day, I got a good start on my Guzzi but ran a little easier—until the Ascot came by me on lap three. But I caught him on the banking and never looked back. Back on my Ducati, I made it four races, four wins. You can't beat that.—EM

More: See the view from Milich's helmet cam at www.youtube.com/guzzitechdotcom.

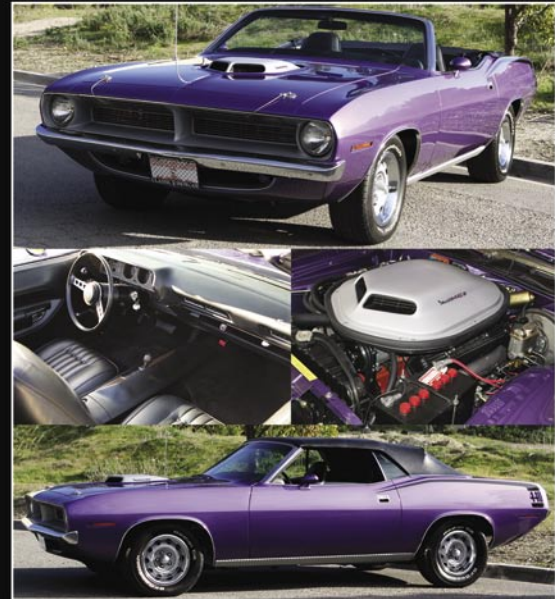


Classic Showcase

Where Great Cars Achieve Perfection

1970 Plymouth 'Cuda Convertible

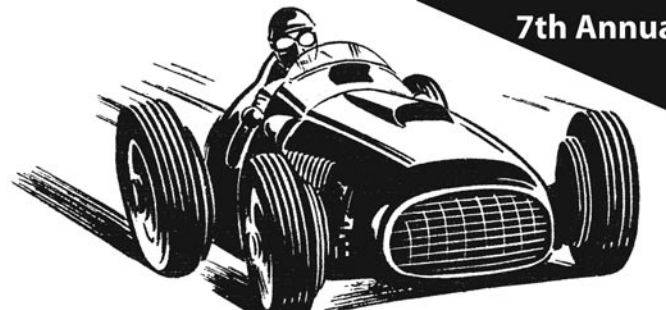
Offered for Sale



World Class Restoration Facility • Two Classic Car Sales Showrooms • Over 30 Years Experience

www.classicshowcase.com

Restoration: +1 760-758-6199 • Sales Showroom: +1 760-758-6100 • Fax: +1 760-758-0600



7th Annual

AUTOMOBILIA

MONTEREY THE INTERNATIONAL EXPO

Concours/Historic Race Week

TUESDAY, August 11, 2009 • 10 am to 6 pm
WEDNESDAY, August 12, 2009 • 10 am to 7 pm

Largest show of *only original* automobilia in America.
 The only time during Concours Week to find these 40+ top international dealers in a single venue.
 Relaxed indoor setting • Silent auction
 On premises pack & ship

Embassy Suites-Main Ballroom – Free Parking
 Easy access • US 1 & Rte 218 just north of Hwy 68

www.AutomobiliaMonterey.com

County Corvette

Sales • Service • Parts • Restoration
When it must be right

www.countycorvette.com

315 Westtown Rd, Suite 1
 West Chester, PA 19382
 610.696.7888



Restoration
 Parts
 Body
 Service
 Sales

Five departments.
 One outstanding reputation.

Don't puzzle over shipping...



...we are your solution.



"THE EXPORT-IMPORT EXPERTS"

Martin E. Button, Inc. | Cosdel International Transportation
 415-777-2000 | info@cosdel.com | www.cosdel.com