

26TH EDITION

ADOLFO ORSI RAFFAELE GAZZI

CLASSIC CAR AUCTION YEARBOOK 2020-2021

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Introduction



Dear reader,

For the first time ever, the cover of our Yearbook is not showing a car, but a person. When I heard of the passing of Robert Brooks, I felt a moral obligation to commemorate him in a special way because he was one of the most important, if not the most important, key-figure in transforming the classic car auctions panorama into what it is today.

Following a successful career at Christie's, he had the vision to establish Brooks Auctioneers in 1989, which resulted in the first specialized company dedicated to the niche of classic cars. He was one of us, a real motor enthusiast and a racing driver. I remember clearly the masterly way in which he managed the rostrum and when he looked at you, it was really

difficult not to raise your hand to make an additional bid. Rest in Peace, Robert, we all miss you.

On a different note, I am happy to present you with the 2020-2021 Yearbook, the 26th of the series that started in 1993 and the last one to be co-authored with my friend and colleague Raffaele. After all the years I have shared this adventure with him and, after 7,844 pages and approximately 100,000 files, he has decided to retire. I will always be deeply grateful for the work he has done.

The Yearbook will of course continue with Credit Suisse as our wonderful partner and with the faithful support of our advertisers, all of whom understand the "raison d'être" behind this publication.

Enjoy the reading,

Adolfo Orsi
President
Historica Selecta



Dear classic car enthusiast,

It gives us immense pleasure to present the 26th edition of the Classic Car Auction Yearbook – the definitive guide to the most significant international auction sales of the past season.

Co-authors Adolfo Orsi and Raffaele Gazzi have once again captured the essential facts, figures, and shifts in last year's classic car market. Yet in this most unusual year, they have gone above and beyond. As classic car novices and connoisseurs alike can appreciate, classic cars are meant to be experienced in person, with others, and with all senses – and we have all been missing the opportunity to do so. With this in mind, this year's edition is both a nod to the past and an invitation to keep looking ahead.

We expect Monaco's legendary circuit to renew with the buzz of historic racing cars and the excitement of fans from all over the world in 2022, with the 13th edition of the Grand Prix de Monaco Historique and the return of the Credit Suisse Classic Car Rally. Until then, you can enjoy the Classic Car Auction Yearbook – which Credit Suisse has proudly been sponsoring since 2009 as part of our Classic Car Program.

We look forward to seeing you and other classic car enthusiasts on the road soon enough.

Yours sincerely

Philipp Wehle
Chief Executive Officer
Credit Suisse International Wealth Management

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The 26th edition of the “Classic Car Auction Yearbook”, edited by Adolfo Orsi and Raffaele Gazzi, and sponsored by Credit Suisse, covers the last classic car auction season, from 1st September 2020 to 31st August 2021, and will give the reader further information and useful data for a better comprehension of this important area of the antique market.

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Market analysis of the 2020-2021 season

By the classic car department heads of Artcurial, Bonhams, Gooding & Company, Mecum and RM Sotheby's.

What a year! What emotions we have felt! It is hard to describe this pandemic, which threw the world into turmoil and left it trembling. Meanwhile, many of those involved in the market have had to adapt or transform their way of working by throwing themselves at the mercy of the internet. Online auctions have bloomed like sunflowers in the sun! People said the Covid crisis would change the way buyers and collectors of cars and works of art think. Purchasing without seeing, without sharing, discussing or meeting up, alone in front of their computer or over the phone ... For sure, there have been some good results and these continue, but for our part, we have always believed, and always will, that the human touch, conversations and meetings between enthusiasts like you and we both are will invariably be stronger than anonymous exchanges online and, dare I say it, the sad and barren nature of this process, for all its technical prowess.

By maintaining its live in-person auctions Artcurial Motorcars has proven that passion drives the need for physical contact and leads to real success. If I do this job, it is not just because I love cars, but also because I love people, the enthusiasts we meet, those passionate exchanges that mean we go on learning every day, thanks to this communion of our fellow human beings and the power we alone have, to speak and to feel love. Together, they make possible extraordinary successes like the one we achieved with the collection of the great André Trigano, that big-hearted lover of art with his radiant smile, whose 95th birthday we celebrated by selling 100% of the cars for three times their total estimate! 12,000 people travelled across France to the middle of nowhere, just to see the cars on display! What an astounding result! And then, the collection of André Lurton, the winegrower from Bordeaux, to whom we paid tribute by selling 100% of the vehicles for three times their estimated price! At the beginning of February, the Rétromobile show was cancelled, but Artcurial Motorcars was there once again, with its exceptional team who never gave up. The Matra MS 670 which won at Le Mans in 1972 changed hands for €7,000,000, not to mention the collection of Group B rally cars which set new world records, led by the amazing monster of an Audi Quattro SWB sold for €2,000,000 or the Peugeot 205 T16 which reached close to a million euros! After all these heady moments, we took to the road in the middle of lockdown for a tour of France and its collectors. We had more than 420 requests for meetings after advertising the tour in the press ... It was another success, with some wonderful barn finds. More in the next episode. Then on to Monaco in July and a fine sale with some magnificent results. In short, our passion lives on and enriches our lives every day, thanks to those we meet and what we share. In short, there can be no question: the market is as strong as ever, as the results from my colleagues' last sales at Pebble Beach only go to show!

Let us pass on this passion to the generations to come, as I did on a road trip in August with my children in a 1973 Pontiac Grand Safari, which they will remember for the rest of their lives, as will I! Every day, we should create a memory, an experience ... Classic cars help us do just that. Long live cars, long live life itself!

MATTHIEU LAMOURE
Managing Director Artcurial Motorcars

As another Yearbook is about to see the light of day in times certainly more difficult for the collectors' car market having to deal with the worldwide pandemic, a year passed since its last publication when nobody really knew what to expect.

At Bonhams we are delighted to witness a market that has accepted the difficulties in holding traditional live auctions in normal conditions, we have witnessed a resilience in both vendors and buyers to continue supporting a stabilised and selective market where great and fresh motorcars continue to sell at very strong levels. Originality or top concours level restorations by reputable companies will always attract a premium and raise interest before the car crosses the block resulting in record results – 'once in a lifetime' opportunities are rarely missed whether online or live despite Covid restrictions. The continuing interest for collectors' cars in a rapidly changing world, with the promise of sustainable alternative energies for our mobility, is truly good news not only for real enthusiasts but also for the product that makes for our shared passion over the long term.

Vendors are now more realistic than ever once they have taken the decision to part with their motorcar and buyers are clearly in the market for a realistic deal for both parties. No reserve lots continue to be more frequent than ever in auctions guaranteeing a sale and leaving it up to the market to decide on the price on the day.

For the more commonly offered cars we can now offer a new online platform with 'The Market' by Bonhams, nevertheless in contradiction to the above, a 1989 Ferrari F40, which had become a worldwide social media star due to its ultra-rare blue livery, sold for £1,000,500, the first seven-figure result for an online platform in the UK and EU at the time.

In 2021, the traditional Scottsdale, Arizona, collector car auctions in January were scaled down or postponed. However ten cars sold for over a million dollars in the sales arranged by the three traditional major auction houses. At Bonhams a 1959 507 Series II Roadster was the top lot, selling for US\$1,809,000. Bonhams first US sale of the year used the successful Bonhams live and online format, introduced in 2020 in response to the global pandemic.

Moving to Europe our 'Les Grandes Marques du Monde au Grand Palais' the traditional auction during the Retromobile Salon which was sadly cancelled, was transformed into an online sale from March 3-10, with some astonishing results led by the ex-Diego, Maradona 1992 Porsche 964 Turblook cabriolet selling for €483,000 and a beautifully restored 1964 Morris Mini Cooper S for €63,250.

Our bi-annual auction during the Monaco Grand Prix Historique late April was a Covid safe live sale with limited attendance where a gull-winged supercar rarity, a 1991 Isdera Imperator 108i, one of only 30 examples ever produced, sold for €690,000. The cover lot Delahaye 1936 135MS competition court, ex-1939 Le Mans sold for an undisclosed amount within estimate before the end of the live sale. A magnificent 1934 Mercedes-Benz 500/540K Spezial Roadster, from the collection of real estate developer, the late Howard Fafard, was the top lot, selling for \$4.9 million at Bonhams Amelia Island May Auction. The 500K led a successful return to live sales in the US for Bonhams, with the auction achieving an impressive 90 per cent sell-through rate, including the sole surviving 1913 Mercer Type 35K Runabout with its original bodywork, which sold for \$2,425,000, doubling its pre-sale estimate.

At the Goodwood Festival of Speed Sale on July 9, Bonhams 51st Goodwood sale, a Ferrari Dino 246/60 Formula 1 single-seater rec-

reation was the top lot, while a 1990 Ferrari F40 Berlinetta, made £883,000. It had been personally collected from the Maranello factory by its first keeper, gentleman racer Sir Paul Vestey.

Moving on to the traditional Monterey Peninsula sales a 1928 Mercedes-Benz 26/120/180 S-Type Supercharged Sports Tourer sold for \$5,395,000 and was the top lot in Bonhams Quail Lodge Auction, the successful sale in uncertain times nevertheless experienced global participation with more than 800 bidders from 38 countries. In all, the auction achieved a 93% sell-through rate and a total of nearly \$40 million.

2021 has been a good year for us in the global market, showing how we can rapidly adapt to difficult and changing conditions. Realistic prices have been achieved for fine examples across the board with some exceptional but justified results for very special motor cars particularly important ones from the brass era and pre-war icons.

To conclude it is with great emotion that many collectors learned of the passing of Robert Brooks, former Bonhams chairman and for many, the man who was a major part of our auction industry the way it is today over the past forty years. Bonhams are fortunate to have the longevity and partnerships at many of the best venues in the world and with a stabilized and healthy market, we look forward to being of assistance across the globe, in sharing our knowledge and passion with the readers of the Classic Car Auction Yearbook.

PHILIP KANTOR

Head of Department Bonhams Motor Cars Europe
and Director European Board

Throughout the past year, Gooding & Company has moved forward not only with our integrated approach utilizing both online and live auctions, but also with an expanded reach in the international collector car market. We have also witnessed the growth of our *Geared Online* series, which we introduced in 2020, championing our adaptability with our digital bidding platform. As we navigated through an ever-changing pandemic, we honed in on our mission of delivering classic cars of the highest quality through transparent practices. As a result, we were able to further establish ourselves in several new realms, deepening our reach and enriching our offerings for collectors and enthusiasts from all arenas.

In reflecting on the past year's performance, one thing rings true: the collector car market is stronger than ever, with no indication of weakening any time soon. Between our online sales and our return to Pebble Beach, Gooding & Company achieved over \$159 million in sales in the past year, a testament to the strength of our integrated, dynamic auction strategies.

We closed out 2020 with two *Geared Online* auctions, the first of which took place in October and totaled \$9,284,031 in sales. The top sale was a 1956 Maserati A6G/54 Spider, which sold for \$1,892,000. This was followed by a 1964 Ferrari 250 GT Lusso, which achieved \$1,430,000, and a 1957 Mercedes-Benz 300 SL Gullwing, which sold for \$1,254,000.

This was followed by the first of a three-part auction series, the *Geared Online Phil Hill Automobilia Collection*, in November 2020. Gooding & Company auctioned off automobilia from the collection of racing legend Phil Hill, and the inaugural sale realized \$268,125 and garnered a 100% sell-through rate.

2021 kicked off with yet another *Geared Online* installment in January in lieu of our annual Scottsdale auctions. The *Geared Online Scottsdale Edition* realized \$7,092,031 and achieved an 80% sell-through rate. This exciting sale set a world record price at auction for a Bugatti Type 37, as our 1926 Bugatti Type 37 Grand Prix achieved \$935,000. The top lot was a 1966 Ferrari 275 GTB Long Nose, which brought in \$1,936,000.

In February, the European Sporting & Historic Collection Sale heralded the company's second-ever UK sale and the first online-only sale in the UK. With a curated selection of classics, we achieved a remarkable 100% sell-through rate and realized £8,453,500 in sales. Two cars out of nine total lots raked in figures above the £1 million mark: a 1961 Aston Martin DB4 GT sold for £2,750,000, and a 1967 Ferrari 275 GTB/4 achieved £1,870,000.

In between our automotive sales, we conducted our second and third installments of the *Geared Online Phil Hill Automobilia Collection* in February and March. Our February sale achieved \$1,156,156 and boasted a 100% sell-through rate. Shortly thereafter, we presented the remainder of the Phil Hill estate in March, yielding \$172,319 in sales. Our most successful *Geared Online* auction yet took place in May, and we totaled \$16,202,500 in sales from 84 of 87 lots — resulting in a 97% sell-through rate. Five cars sold for well over \$1 million, and the top sale was a 1967 Ferrari 275 GTB/4 Alloy which achieved \$3,586,000. This was followed by a time-capsule 1955 Ferrari 250 Europa GT, which brought in \$2,222,000.

Just the following month in June, we kept up the momentum with another *Geared Online* auction in the UK, realizing a total of £5,259,650 with an 86% sell-through rate. The highlight of the sale was a 1969 Ford GT40 that sold for £2,508,000, the last GT40 ever produced by the legendary American marque.

The pinnacle of our season was, without a doubt, our much-anticipated return to the live auction stage with our Pebble Beach Auctions. As the official auction house of the Pebble Beach Concours d'Elegance®, we realized \$107,045,410 over the course of our two-day sale and set five new world auction records. The star of the show, and all of car week in entirety, was the 1995 McLaren F1, which sold for \$20,465,000. Not only was this the most valuable car sold in Monterey, but Gooding & Company now holds the world record price at auction for all F1 models.

Gooding & Company also held the second top sale of the week with our 1959 Ferrari 250 GT LWB California Spider Competizione, which achieved a price of \$10,840,000. We also sold a historic 1929 Bugatti Type 35B Grand Prix on Saturday afternoon, setting a new world record at auction for the model at \$5,615,000. Additional new auction world records were set with the 1914 Stutz 4E Bearcat, which achieved \$2,920,000, the 1968 Lamborghini Miura P400, which sold for \$1,902,500, and the 1980 Mercedes-Benz 300 SD, which surprisingly sold for triple the estimated value at an unprecedented \$156,800.

The past year was an unforgettable one for us here at Gooding & Company, and we remain grateful to our clientele for their continued patronage and support. We are fortunate to have the opportunity to continue doing what we love most: presenting auctions of distinction and quality, whether they be in-person or online, at home or abroad. As we reflect on the successes of the past year and look towards the upcoming season, we are eager to move forward in a robust market with a healthy demand for the rarest and most valuable offerings from the most esteemed names in motoring.

From all of us here at Gooding & Company, we are excited to continue serving you with our very best in 2022.

DAVID GOODING

President and Founder Gooding & Company

When the pandemic hit with full force in March 2020, Mecum Auctions was in the middle of our Glendale, Arizona, auction. We retreated to our corporate offices to contemplate the impact the pandemic would have on our lives, the auction business and the collector car industry as a whole.

We quickly concluded that rather than suspend our business and wait for the pandemic storm to someday pass, we would instead focus

our efforts on developing a safety plan, implement a new operating plan, and work closely with state and local officials to continue with live auction events.

As a result of those efforts, Mecum Auctions launched a campaign tailored to accommodating however enthusiasts were comfortable to continue doing business, as we recognized that everyone was being impacted by the pandemic differently. The campaign was dubbed, “Live Auctions, All Ways,” and the results spoke for themselves. At the time of this writing, Mecum has held 17 wildly successful live auction events since June of 2020. All of those events greatly exceeded our expectations with several auctions smashing previous event records and setting significant records for individual sales in the process, including the \$3.85 million dollar sale of “The Flying Mustang,” the very first Shelby R-Model Mustang famously driven by racing legend Ken Miles.

January 2021 kicked off with Mecum’s Kissimmee event, the largest collector car auction in the world, and it shattered the previous event record with more than \$145 million in sales achieved, a 33% increase from the previous record set in 2020.

Mecum’s second largest event, the Spring Classic in Indianapolis, Indiana, held in May of 2021, also set an event record and surpassed the \$100 million mark for the first time, and it was highlighted by the \$1.87 million sale of Parnelli Jones’ famous “Big Oly” Ford Bronco, which became the most valuable SUV ever sold at auction. Never before has an auction company held two separate auctions in the U.S. domestic market to exceed \$100 million in overall sales in the same year, but with the hard work and dedication from every person on our staff, Mecum was able to accomplish this record-setting milestone, and we did so in the middle of a pandemic.

Well-attended live auction events, plus a significant increase in online bidders participating live during the auctions alongside in-person bidders, resulted in total sales in 2020 of \$375 million. With the record-setting Kissimmee 2021 and Indy 2021 events already under our belt this year, we look forward to a very successful remainder of the 2021 season and another record-setting year for Mecum.

DAVE MAGERS
CEO of Mecum Auctions, Inc.

As I write this, the collector car auction world is beginning to return to something approaching ‘normality’ after another 12 months of trading conditions impacted by COVID-19. Twelve months ago, auction houses were writing about the impact of the pandemic on the market and how auctions could be conducted. I’m not sure many of us thought we’d be navigating through another full year of trading in a global economy still dealing with the impact of the virus.

That said, RM Sotheby’s achieved \$388 million in total sales for motor cars for the period between September 2020 and August 2021—in excess of \$100 million more than the same period in 2019/20 where the company achieved \$270 million. This figure also compares well to 2018/19 when, in a pre-pandemic world, the company grossed \$410 million, signifying just how strong this past year’s performance has been against the backdrop of confined international travel and a restricted ability to conduct live sales in the normal way. Thankfully, live sales are now more or less back to normal, notwithstanding continued restrictions on international travel, and of course, our Online Only sales continue to run regularly and have contributed a significant \$60 million of motor car sales to the overall total.

RM Sotheby’s has continued to build its reputation as a specialist and leader in the sale of single-owner collections and our ongoing collaborations with leading manufacturers and sporting organisa-

tions. Notable sales have included The Elkhart Collection, which achieved 100% sell-through and grossed \$44 million; the sale of the Alfa Romeo B.A.T. 5, 7 & 9d concept cars sold as a single lot during the Sotheby’s Contemporary Art Evening Auction in New York; as well as two single lot sales held in conjunction with both Porsche and Ferrari, for the benefit of charitable organisations.

The North American market continues to demonstrate itself to be the most robust of all the Global collector car markets, with significant volumes of cars being offered to the market and with prices across all sectors of the market remaining very strong. Highlights include 1929 Duesenberg Model J ‘Disappearing Top’ Torpedo, sold at Amelia Island for \$5,725,000, while in Arizona we sold a 1955 Jaguar D-Type (chassis no. XKD 518) for \$6,000,000; a 1937 Bugatti Type 57SC Tourer for \$4,735,000; and a 2020 McLaren Speedtail for \$3,277,500. Our Monterey sale continues to present remarkable results, and in 2021 the sale grossed \$148 million with 90% of all lots sold. Again, the sale contained some remarkable single-owner collections with many significant lots offered without reserve, once again proving how effective no-reserve offerings can be. Highlight statistics from our Monterey sale include 44 lots that exceeded \$1 million and no less than 16 lots that exceeded \$3 million. DB4GT Zagatos are rare in the market, and the example sold in Monterey achieved an outstanding \$9,520,000. In a sale that saw 1960 sports/competition cars dominate many of the top ten prices achieved, the 1962 Ferrari 268 SP by Fantuzzi and 1966 Ferrari 275 GTB Competizione matched each other to the nearest dollar and made \$7,705,000 apiece.

Our approach to live sales in Europe has evolved into a format that is proving popular with collectors. The rise of the smaller, ‘boutique’ style auction has worked well for us and continues to be a format that we will develop. Our first-ever Milan sale took place in June and offered 19 high-quality motor cars in a stunning setting. The ex-Delon/Fonda Ferrari 275 GTB led the way at €2,255,000, and the sale brought a total of €11.6 million. Our Passion For Elegance sale in Liechtenstein, our first in the Principality, saw a single-owner collection of Rolls-Royce and Bentley motor cars offered at no reserve. The remarkable statistic from this sale is that 21 of the 26 lots offered exceeded their pre-sale estimates, which is a strong indication that the market for these large, stately British cars is in excellent health. The 1954 Rolls-Royce Phantom IV Limousine supplied new to Princess Margaret achieved a remarkable CHF2,255,000—a world-record for a Phantom IV offered at auction and a figure that saw the car smash its pre-sale estimate of CHF400,000 – CHF600,000. I can’t let the year pass without referencing our partnership with F1®. For the second year running, the pandemic has made it hard for us to conduct sales at Grand Prix weekends, but there was one notable exception in the form of Sir Lewis Hamilton’s 2010 Turkish GP race-winning McLaren MP4-25A, chassis no. 01, which sold for £4,730,000 in front of approximately 140,000 race fans. This is likely the biggest ever audience for a live auction, and the sale certainly set a new standard for how a car of this nature can be sold, with the McLaren lapping the circuit as the auction was conducted from the winners’ podium.

There is much to be enthusiastic about. Live sales and the events we all love to attend have largely returned to the calendar, and it is clear the global market has not only remained strong but that many prices across the market sectors are rising. Online Only sales will continue to be a core component of RM Sotheby’s offering, and we are confident that we can offer all buyers and sellers from across the entire collecting spectrum an outstanding service in what promises to be an excellent 2021/22 season.

GORD DUFF
Global Head of Auctions RM Sotheby’s

Authors' comment

Dear Readers,
 Last year I wrote that “the year 2020 will always be remembered as the year of COVID-19. The pandemic hit our everyday life heavily and also that of the entire classic car world.....”.

Unfortunately, the pandemic is still hurting our lives and has forced auction houses to change their agendas again in the 2020-2021 season due to this situation, which continues to evolve day by day.

All the main auction houses have adapted by offering some of their sales through an “online only” format. Despite being flexible, efficient and cheaper, remote bidding, however, has an effect on the inherent excitement and movement that fuels this industry. People have less possibility with online auctions to check the condition of the cars and they miss the incomparable energy of what it feels like to be inside an auction room with live bidding.

Last year I wrote “a classic car, for its specificity, cannot be properly evaluated through photos or a video. You need to look at it while standing at a distance to see the straightness of the lines, to understand the quality of the paint and chroming. You need to touch it, open/close the doors to check if the fitting has been properly done, touch the upholstery to understand its quality, smell the leather and hear the sound of the engine with your own ears. To understand and appreciate a classic car, you need more sensory information than just a photo or video may provide, regardless of how detailed.” More importantly, you may miss the feeling, the irresistible wish to own it.

The 2020-2021 auction season was, for the most part, very stop-and-go transitioning from live format back to Internet and vice versa.

As those who have been following us for years already know, we are keeping the structure of the book unchanged, while at the same time striving to improve it with new details, charts and statistics to present an increasingly comprehensive analysis of the market through varying points of view and this is relevant because it gives you a consistent report to compare previous years with recent seasons, despite the changes the market has undergone due to lifestyles, technologies and demographics.

Last year, we decided not to include the graphs of cars offered multiple times as we typically do because we chose to dedicate that space to our special anniversary issue story, however you will find these statistics again this year; otherwise, the only other slight change is that we moved some statistics to the back portion of the book and added five additional cars to our traditional Top Ten chapter.

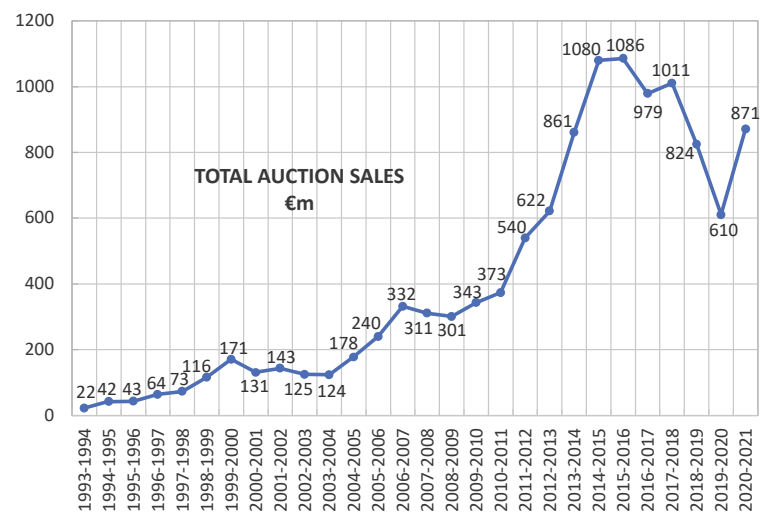
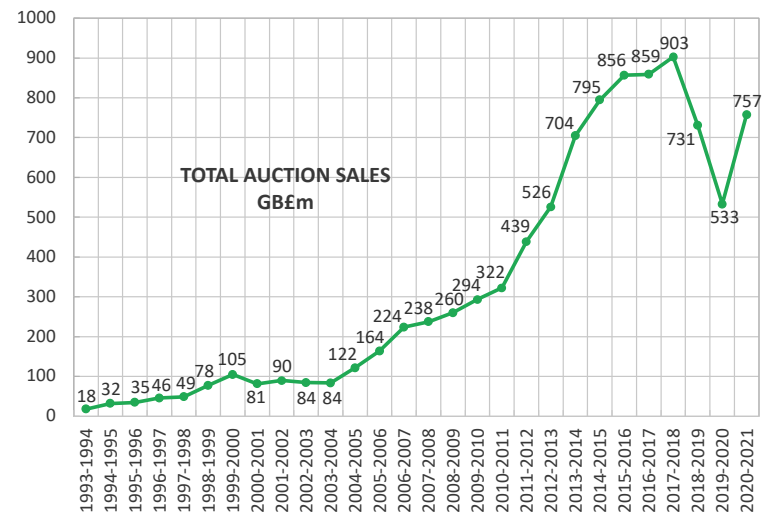
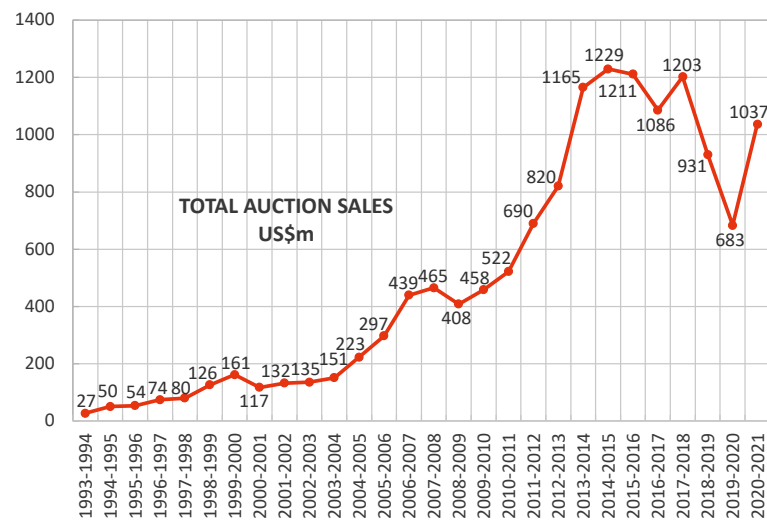
GENERAL RECAP

	2016	2017	2018	2019	2020	Δ	%
	2017	2018	2019	2020	2021	2019-2020	2020-2021
Turnover US\$m	1.086	1.203	931	683	1.037	354	+52%
Turnover €m	979	1.011	824	610	871	261	+43%
Turnover GB£m	859	903	731	533	757	224	+42%
Cars offered	5.659	5.628	5.467	5.066	5.407	341	+7%
Cars sold	4.269	4.228	3.958	3.622	4.045	423	+12%
Sale percentage	75%	75%	72%	71%	75%		+4%
Average price US\$K	254	284	235	189	256	68	+36%
Cars sold over \$1m	195	226	161	108	192	84	+78%

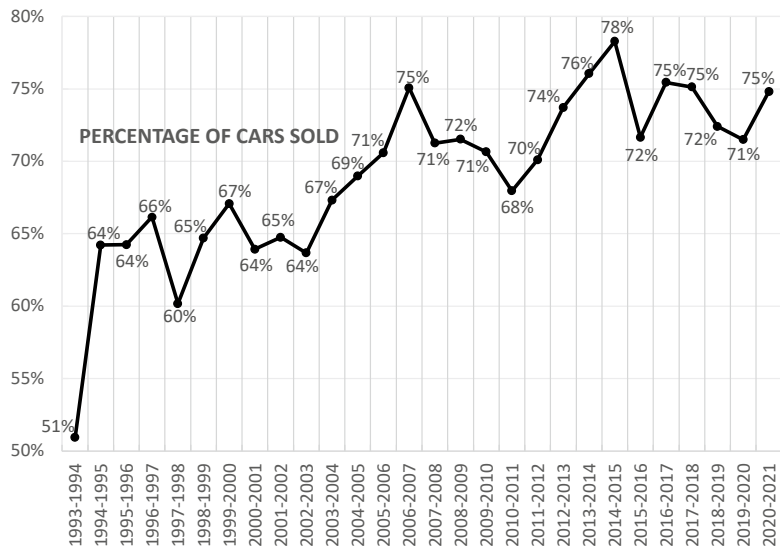
As every year, we will first let the numbers ‘talk’, comparing them with those of the previous seasons and then we will try to interpret the data.

The 2020-2021 season presented positive figures across the board, with more cars offered (+7%), more turnover (from +42% to +52%, depending from the value), more cars sold above US \$1 million (+84 units, +78%) and higher average prices (+36%) and, more important, a much higher sales percentage (75%, +4%).

The total turnover of the 2020-2021 season was up +52% in US\$, +42% in GB£ and +43% in € with respect to the 2019-2020 season.



It is widely known that a key index of the health of the market is the percentage of lots sold. This year’s overall figure is 75%, one of the highest rates ever, showing a lower number in the first half and higher in the second.



If we look below at the graphs showing the monthly turnover and the recap of the first and second half (in US\$), we see the up and down of the 2020-2021 season.

The new season started in September with the exceptional and eagerly anticipated “Passion of a Lifetime” Gooding & Company auction in London (originally scheduled for April 1st), which we already mentioned in the post scriptum of the last Yearbook. The first overseas auction for Gooding, it was the first important traditional auction held since months with multi-million-dollar cars and it was regarded as a sort of litmus test for the high-end of the market. The very positive results (14 cars sold out of 15 presented), the impressive turnover of GBP 34 million and several record prices gave, after months of incertitude, confidence to the market.

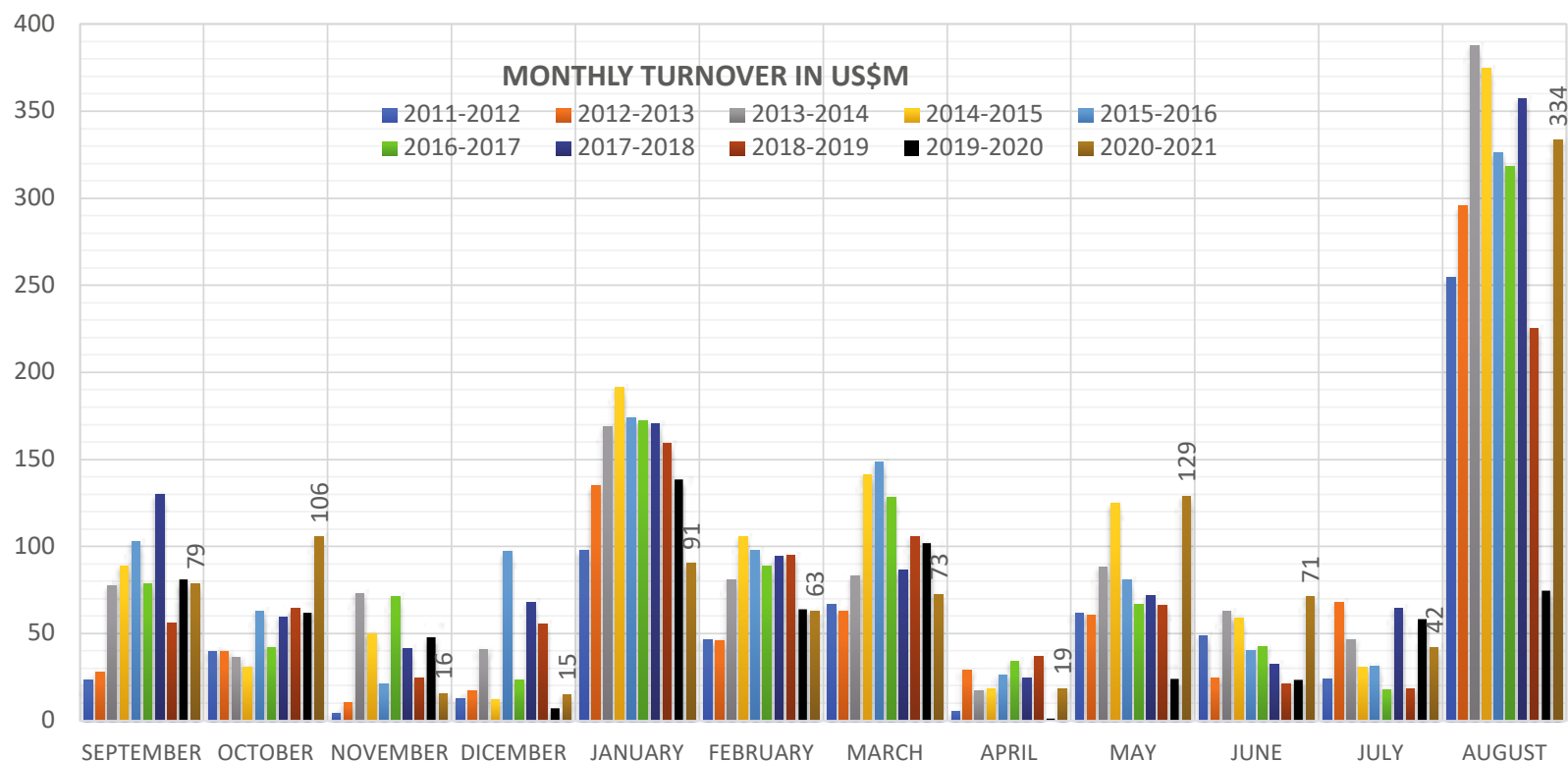
In October we saw in US the exceptional sale of the 3 Alfa Romeo BATs (at a guaranteed price for the seller) at Sotheby’s Impressionist & Modern Art auction in New York, and the \$ 42 million “no reserve” auction held by RM-Sotheby’s in Elkhart Lake which led to the highest monthly turnover in the last 10 seasons. However, another Covid-19 surge forced Europeans, once again, to return to online auctions.

Traditional events in Europe such as the Goodwood Revival in September, Villa d’Este (delayed until October) and Retromobile in February were cancelled and so the sponsoring auction houses also had to postpone or cancel their auctions. Our numbers consequently reflect these changes in the calendar. In January, Mecum had their traditional mega-sale in Kissimmee with a turnover of more than US \$100 million, though only a few of the Scottsdale auctions took place (some only with Internet bidders) and the gigantic Barrett-Jackson auction was moved to March. The market was clearly at two speeds: high-speed for the US auctions, low speed for the European sales. The total turnover for the first six months was down -8% with respect to the previous season, which was already weak, and the number of cars offered was by far the lowest number in the last five seasons.

GENERAL RECAP 1st HALF

	2016	2017	2018	2019	2020	Δ	%
	2017	2018	2019	2020	2021	2019-2020	2020-2021
Turnover US\$m	477	564	456	400	369	-31	-8%
Turnover €m	442	468	399	362	309	-53	-15%
Turnover GB£m	381	417	353	312	277	-35	-11%
Cars offered	3.136	2.933	2.782	2.702	2.426	-276	-10%
Cars sold	2.407	2.235	2.085	1.985	1.768	-217	-11%
Sale percentage	77%	76%	75%	73%	73%		+0%
Average price US\$K	198	252	219	202	209	7	+4%
Cars sold over \$1m	72	107	72	69	58	-11	-16%

Our reality in the second half (from March 1 onwards) resulted in the cancellation (for the second year on row) of Techno Classica, and the private, invitation-only Monaco Historics in April. Then, in May, we had another Mecum mega sale in Indianapolis and the delayed Amelia Island auctions, which surprisingly pushed the overall monthly turnover to its record point of the last 10 seasons. Along with the increase of the vaccination rate, interna-



tional events started unfolding and this led to greater optimism which culminated in August with the return of the Pebble Beach Concours d'Elégance, Monterey events and their auctions.

In looking at the last 18 months of Internet sales, it is clear that the owners of important cars were not convinced to offer their cars online and that they had been waiting for the return of live auctions in conjunction with events; it is also clear that Pebble Beach, as all insiders know, is THE EVENT.

After the Pebble Beach Concours d'Elégance announced its return, the auction houses started transmitting their own newsletters and press announcements at an overwhelming – nearly daily – rate to announce the various consignments of multi-million dollars cars. At that point, the question was: are there enough buyers to bid on so many cars?

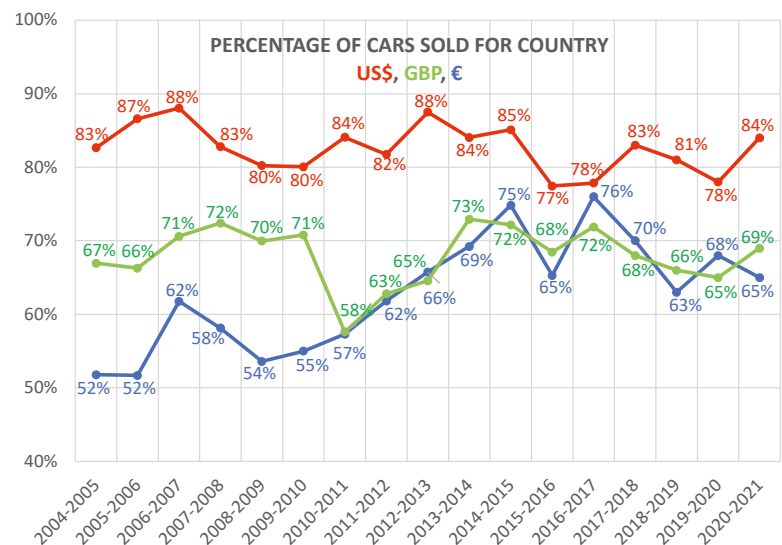
The risk increased when it became clear that it was not yet possible for foreign visitors to travel into the US for their annual pilgrimage.

During Monterey week there were less people around, however international interest and enthusiasm was abundant. The auction houses presented circa 50% of their cars without reserve and the overall results were better and higher than even the most optimistic of forecasts would have expected. Overall turnover, number of cars and the sales percentage of lots sold for the second half of the season were the highest of the last five seasons, as was the number of cars sold over one-million \$.

GENERAL RECAP 2nd HALF

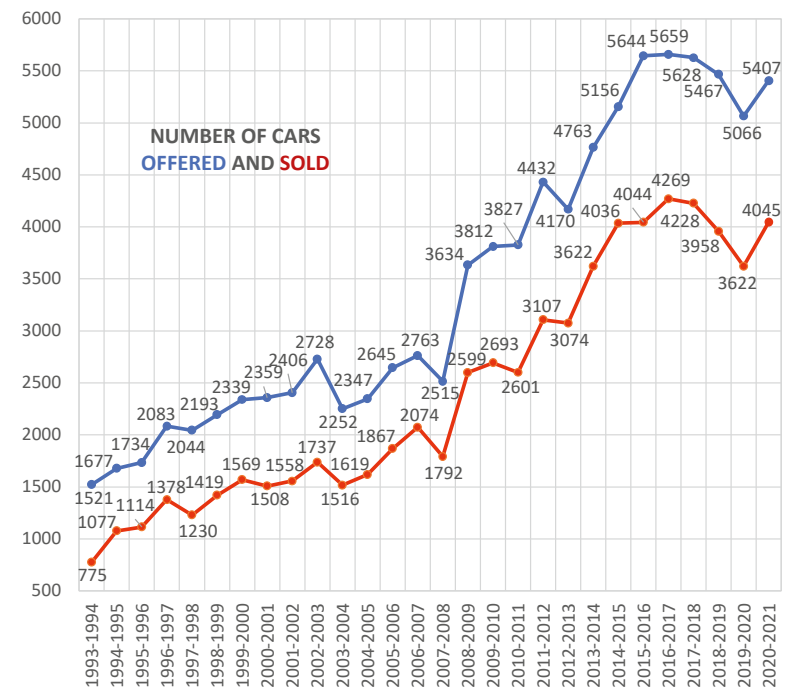
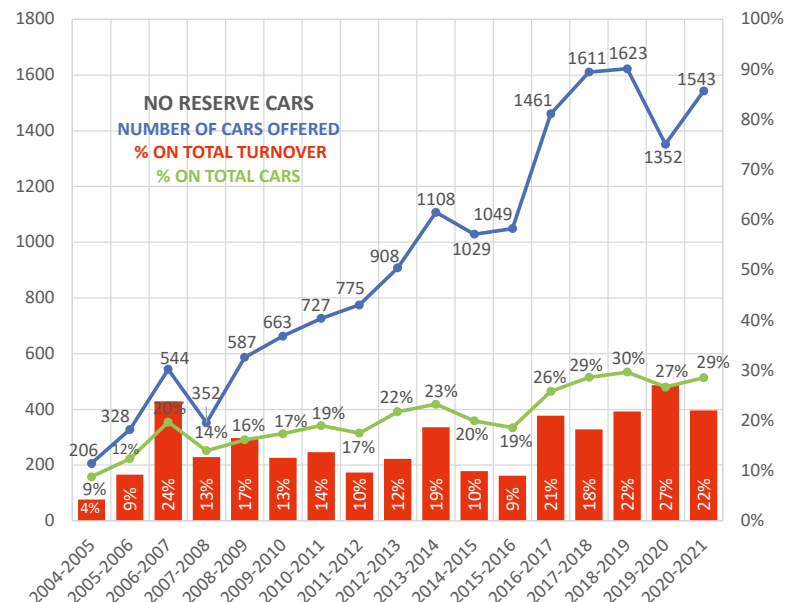
	2016	2017	2018	2019	2020	Δ	%
	2017	2018	2019	2020	2021	2019-2020	2019-2020
	2018	2019	2020	2021		2020-2021	2020-2021
Turnover US\$m	609	639	475	283	668	385	+136%
Turnover €m	537	543	425	248	562	314	+127%
Turnover GB£m	478	486	378	221	481	260	+118%
Cars offered	2.523	2.695	2.685	2.364	2.981	617	+26%
Cars sold	1.862	1.993	1.873	1.637	2.277	640	+39%
Sale percentage	74%	74%	70%	69%	76%		+7%
Average price US\$K	327	321	254	173	293	120	+70%
Cars sold over \$1m	123	119	89	39	134	95	+244%

If we analyse the percentage of lots sold by segmenting it by auctions held in Dollars, Pounds and Euros, we see that in the last season it was 84% for U.S. auctions, 64% for the EEC and 69%



for UK sales. The US market has always been much stronger than the others but, as the graph shows, the gap has increased even further. Since eight years, we have realized a difference of 15% between the US versus UK sales, but now, for the first time, we see a discrepancy of 20% between the US and EEC sales. We seem to have returned to the 2012-2013 season and even those preceding, in witnessing such a strong difference of speed.

Cars offered “without reserve” were as many as 1,543 (29% of the total) and accounted for 22% of the total turnover; in other words, 29 cars out of 100 were sold before the auction. Auction houses have often used this policy to accept consignments and while they agree to offer the car, the price is inevitably determined by the buyer, regardless of the seller’s expectations.

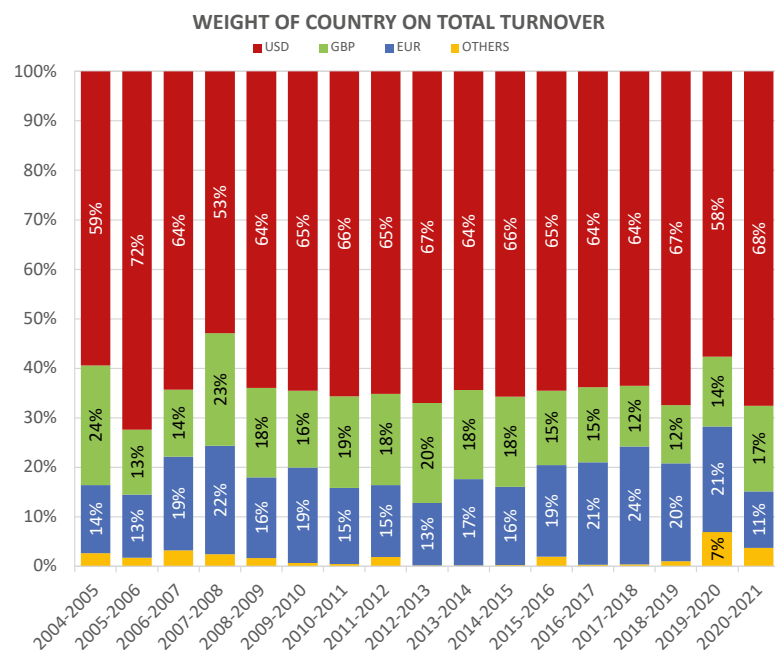
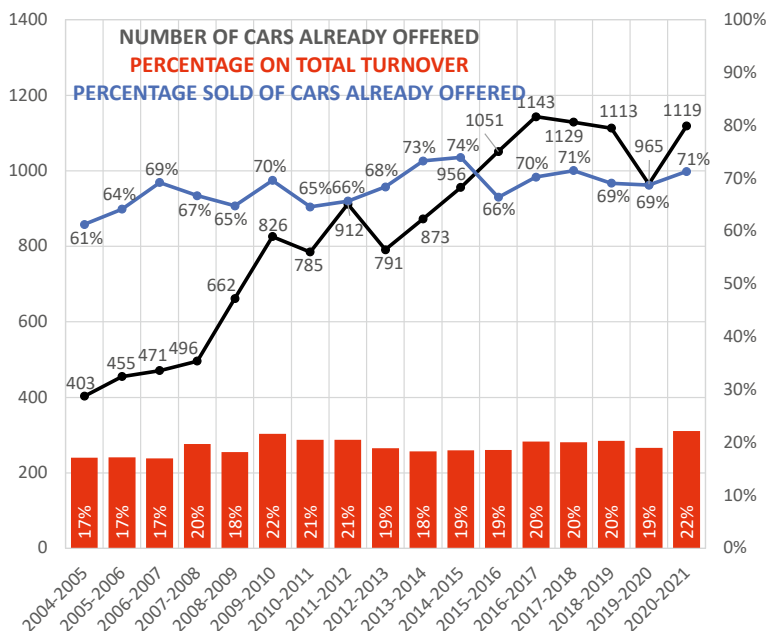


This “no reserve” strategy has a positive effect on the buyers (always interested in a deal) as well as the auction houses’ final balances. However, in a weak market or among auction houses without ambitious marketing efforts, “no-reserve” listings could in fact depress prices.

Because of this strategy (and weakness of the market), the percentage of “no reserve” cars has increased in the past five seasons;

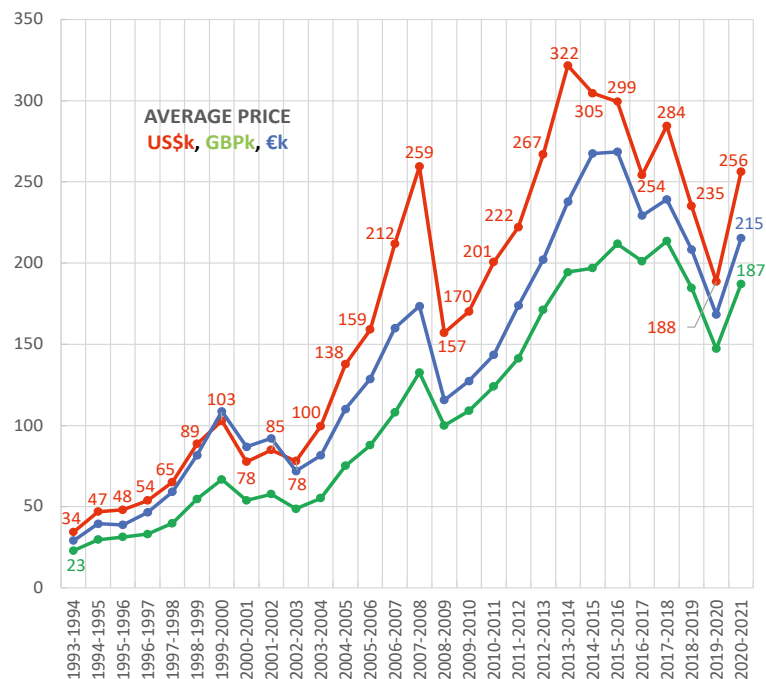
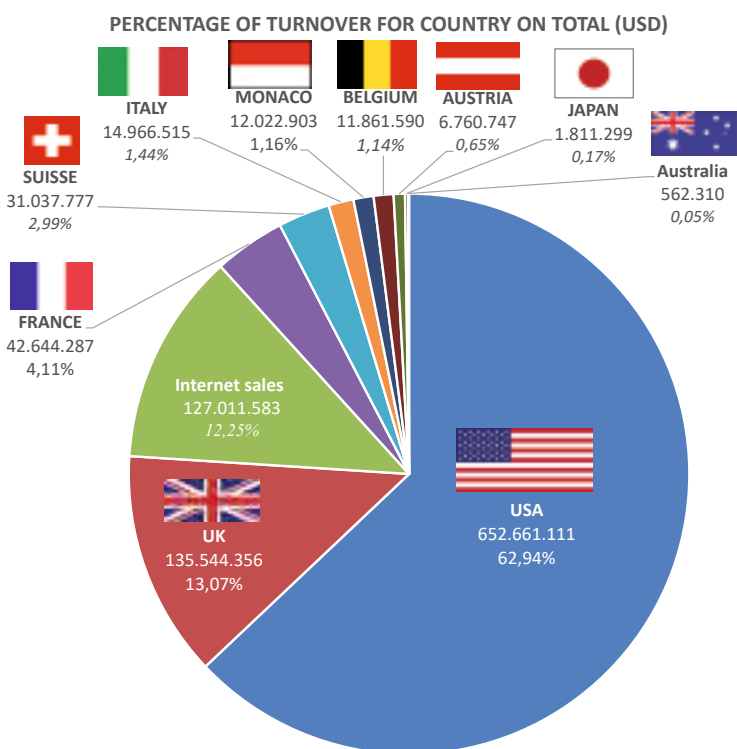
in the 2015-2016 season, they represented only 9% of total turnover and 19% of the catalogues. The number of cars offered (5,407) changed by +361 units. Of them, 4,038 cars found a new home. One of the unique characteristics of the Yearbook is the identification of each car with its chassis number (or the engine or registration numbers). Our database (with more than 96,000 cars recorded in the last 28 seasons) allows us to track the passage of a vehicle at auction even after many years so that we are able to check how many cars return to auction.

You will see in the following chapter (at page 28) some graphs that could give an idea on the appreciation or depreciation of prices achieved by the same car either in long- or short-term periods. The pie chart shows us the segmentation of the market from this past season by geographical areas. US auctions remain the most important with 63% of total turnover; last year US auctions (due to the absence of the Monterey sales) represented 57% and, in the 2018-2019 season, this figure was 67%. Internet sales tripled their weight, increasing from 4% to approximately 13%. The graph shows the distribution of total turnover across currencies from all recorded auctions, online sales included. The weight of the US\$ currency (68%) is the second highest in the last 17 seasons and the one in € (11%) is, instead, the lowest, confirming the weakness of EEC sales.



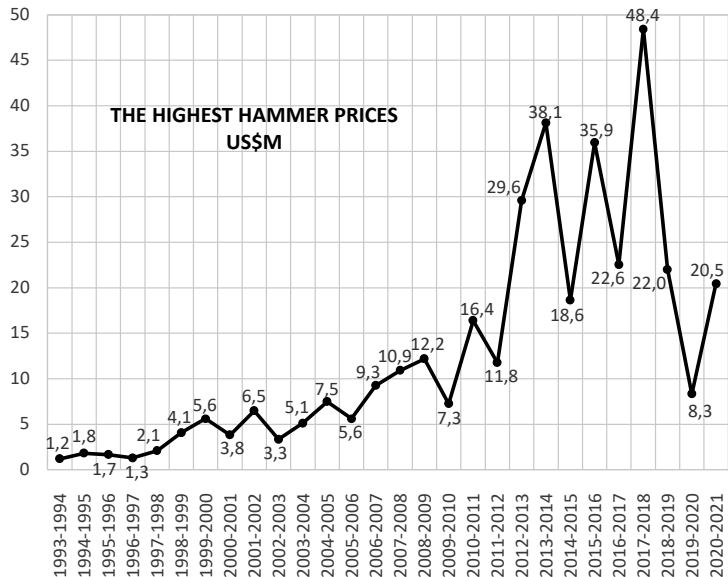
Last season, 1,119 cars from our database were returned to auction, equal to 22% of turnover, a value we see relatively consistent with previous seasons. The sales percentage of these cars was 71% against the overall average of 75%. In summary, old acquaintances are always less attractive than never-been-seen cars, 'fresh' to enter the auction arena.

The more careful readers will notice a difference when comparing the graph from previous. The difference is due to the importance of Internet auctions today which were previously separated and are now included with traditional auctions within whichever currencies were used online.

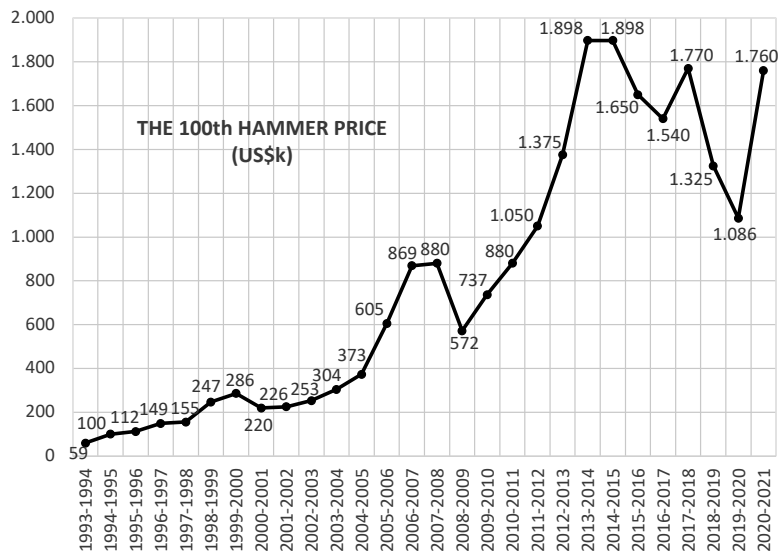


The average lot value (US\$256,000) has been recovering since the losses of the 2019-2020 season, returning to the strength of the 2012-2013 season, yet still far away from the record of the 2013-2014 season.

The graph of the highest hammer price clearly shows the up and down of the last seasons. The 2020-2021 Top Price looks low if you compare it to the last seasons but it is much higher than the values reached in all the years preceding 2012-2013.



The value of the 100th Hammer price (US \$1.760 million) shows a big jump from last year and the fourth highest ever.

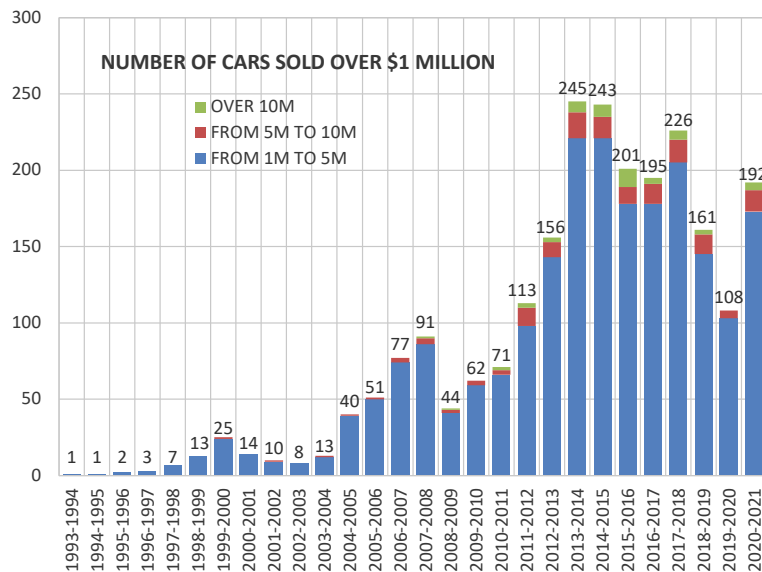


After the first half of the season, only 58 cars were sold over the million-dollar threshold. At that point, no one would have bet that the total of the season would become 192, just shy of 200 (see the complete list on page 36). The second half counted 134 cars, the highest quantity recorded in five years.

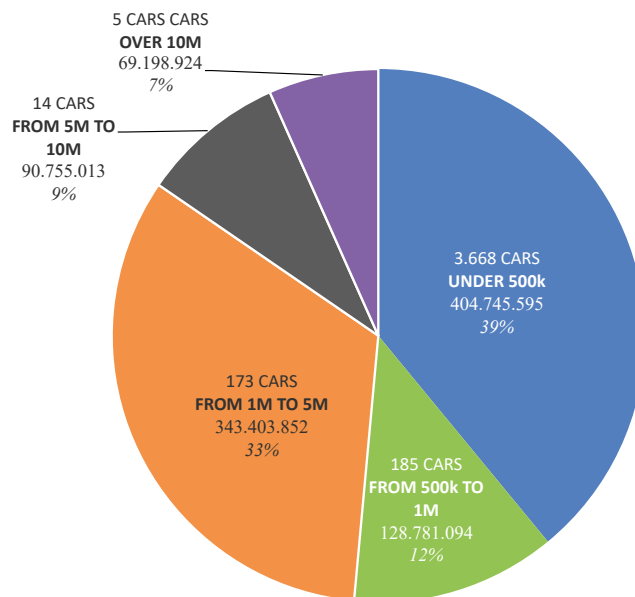
Forty of those multi-million dollar lots were contemporary cars (built from 2000 onwards) versus 36 from last year; then, there were 14 modern (1975-1999) and 36 post-classic (1965-1974), but the vast majority were cars built before 1964.

In total, cars over US \$1 million represented 49% of total turnover against 47% from last season.

Examining the weight of the 20 heaviest brands on total turnover, Ferrari maintains its leadership with 20%, though continues to decrease in its importance. In the chart "Statistic for make from



PERCENTAGE ON TOTAL TURNOVER FOR SALE PRICE (IN US\$)

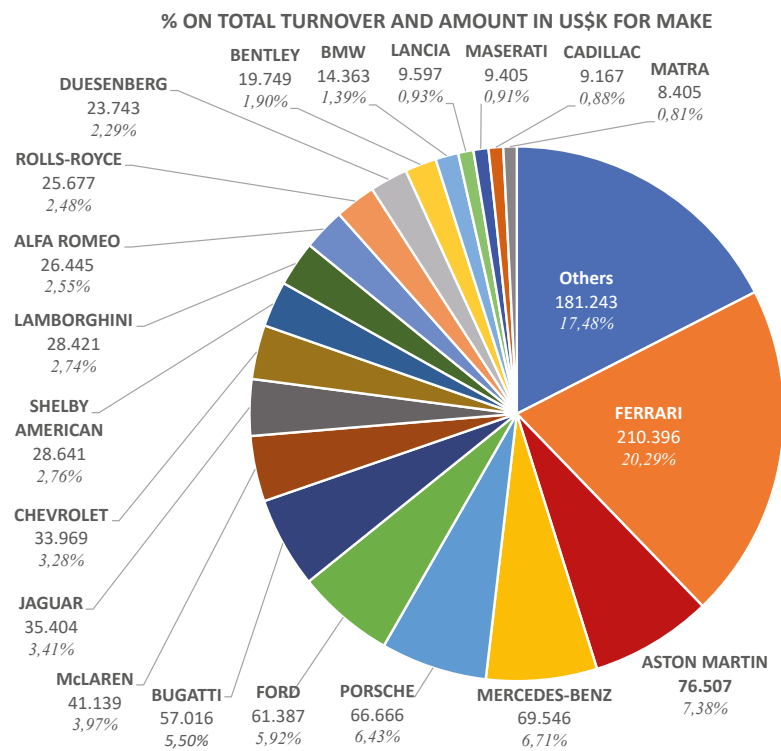


1993-1994" (page 388) you can see that Ferrari's highest percentage was 34% in 2014-2015. Ferrari's turnover was then 1/3 of the total market and now represent 1/5. Unable to claim the annual Top Price, there are only three Ferraris listed in the Top Ten in this edition (one of the lowest numbers in our history) and 34 in the Top 100 (versus 40 in 2018-2019). Generally speaking, however, the total number of Ferraris offered (513) has slightly decreased compared to last year (592), though the percentage of sale is higher.

The surprise is that Porsche, with 6.41%, lost its second position, which it had maintained since 2014-2015 and has since moved to fourth place. This year, many rare Porsches (550 Spyder, 550A/1500 RS, 917 K, 911 Carrera RSR 2.8 and 3.0, 934/5 and 935 Turbo, 956 and 962) failed to sell; the highest ranked Porsche (a 911R) is only 37th in the Top 100. Aston Martin gained (given the sale of a DB4GT Zagato and other five DB4GTs) an unexpected second position, and while Mercedes holds the third position on the podium, Ford ranks the fifth. This season was extraordinary for Bugatti (Ettore's ones), which had five cars in the Top 21, and for McLaren, because of the F1 (Top Lot of the season) and Hamilton's MP4-25 single seater.

In the final part, you will find the chart "Statistic for make from 1993-1994" with the highest turnovers of 26 Manufacturers dating back to the first edition of the Yearbook. There you will be able to

see the evolution of the preferences of the buyers, and how these collecting tastes are shifting away from some brands to the advantage of others. We cannot forget that market demand is driven by the buyers, averaging younger now than before, and that they are bringing new brands to the forefront.



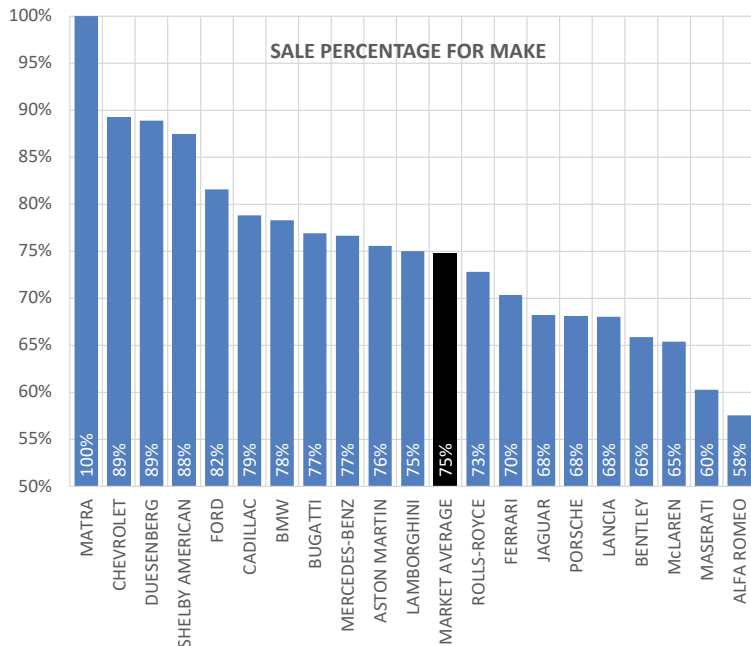
The following two graphs can be strongly influenced, each season, by the exceptional offering of rare cars. Duesenberg leads the Average Price for Make rank this year: nine sought-after cars were offered this season, all of them sold (apart from one), five of them were among the Top 47 highest sales. While we already referenced Bugatti and McLaren, the Matra average is influenced by Artcurial's auction of the MS670. This year many "special" Cobras were offered and sold and, as a result, we see a higher Shelby American average. Ferrari is listed sixth with an average value of US \$581K, much higher than \$389K of last season, but

far from the record average it achieved in the 2013-2014 season with US \$1.165 million.

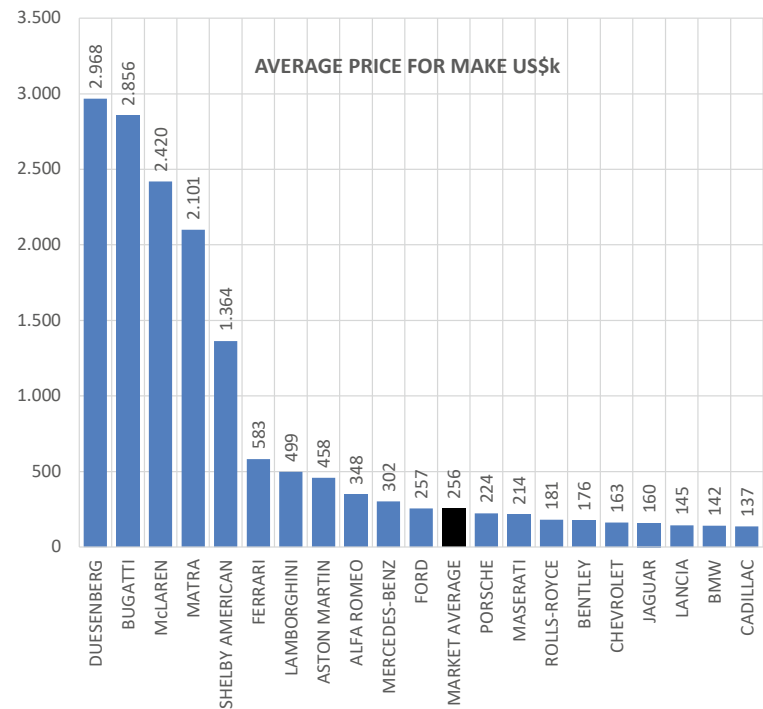
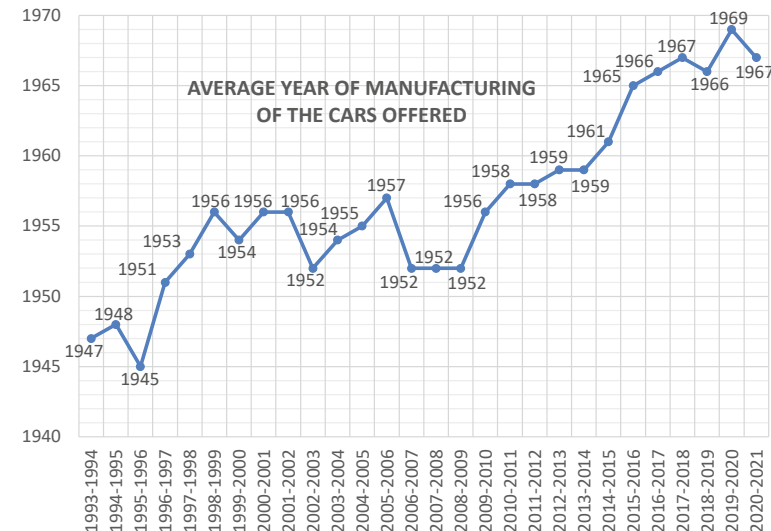
The Sale Percentage for Make is influenced by a strange combination. This year three Matras were offered and all sold. The five other high-percentage sellers are all American Makes and this is a further confirmation of the strength of the US market.

Below the market average of 75%, we find Ferrari (70%) and Porsche (68%). Their sales percentages show that the prices of the cars of these two manufacturers, at least those offered with a reserve price this season, have not yet come to terms with the offers and expectations of potential buyers.

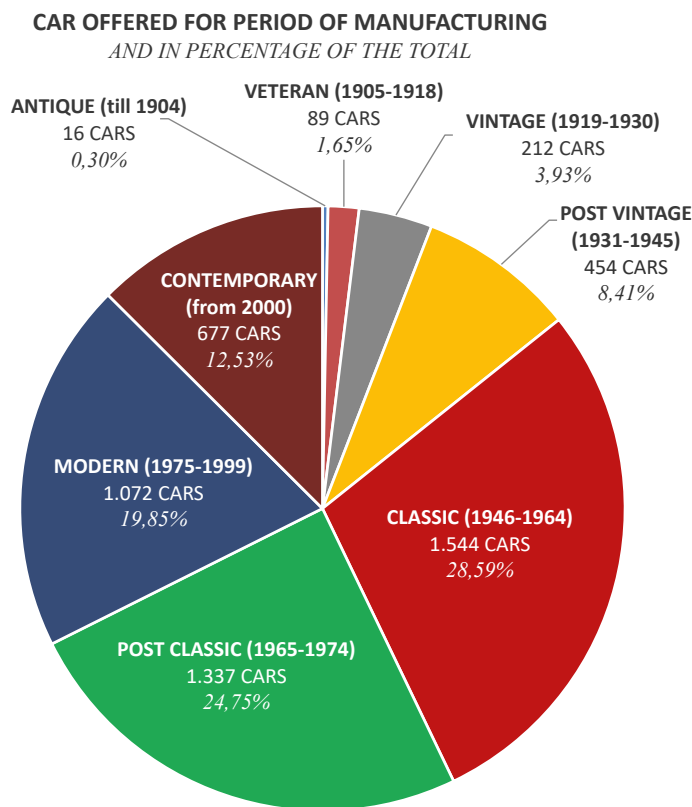
If you skim through the pages of the Ferrari results, the range of sales percentages varies greatly, even among the same closed or open versions: 100% sales for the 250 Europa GT and GT (four cars), 250 GT Cabriolet (three), 275 GTB (four), 275 GTB/4 (four), F50 (two), LaFerrari (two) and the Enzo (one). A very good 87.5% for the 250 GT/L (eight were offered, of which seven sold), a 71% for the F40s (seven offered, five sold), 70% for the Dino 246 GT (ten offered, seven sold), a 67% for the Dino 246 GTS (twelve offered, eight sold), 66% for the 330 GTC (nine offered, six sold), only 37.5% for the 365 GTB/4 "Daytona" (eight offered, three sold) and a 33% for the 275 GTS (three were offered of which only one sold). There were no 288 GTOs offered.



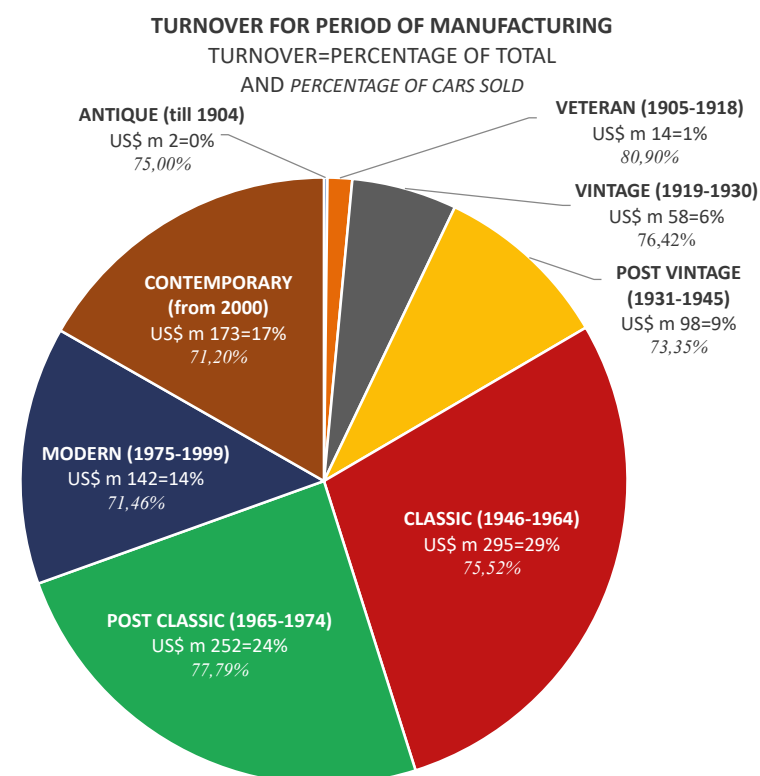
The average year of manufacturing of the cars offered was 1967 (last season it was 1969).



The examination of the period of construction for the cars offered this season shows us that post-WWII cars represented 85.7% (last year it was 84.7%) and pre-war cars contributed to 14.3% of the total. Contemporary cars (from 2000 towards) made up 12.5% (last year 14%) of the total.



Comparing the numbers of the cars sold per period shows us that pre-WW II cars had a turnover of only US \$172 million (15% of the total turnover), but with a much better percentage of sale than the later cars. On that note, 80% of all Antique and Veteran cars were sold.



“Contemporary” cars (built after 2000) decreased their weight on the total turnover to 17% versus last year’s 27% (it was 15% in the 2019-2020 season), and their sales percentage (71%) was the lowest of all the categories.

I invite you to direct your attention to the graphs of the Average Prices of some models on page 42 and followings. You will notice that the average prices achieved by the large majority of production cars (as the Ferrari 275 GTB/4, 365 GTB/4 Daytona, Dino 246 GT and GTS and Jaguar E Type 3.8 Roadster), were lower than the average prices of the 2013-2014 and 2014-2015 peak seasons. Otherwise, the average prices of the so called “blue chips” (Mercedes 300SL “Gullwing” and Roadster, Ferrari F40) achieved new records.

Two years ago, we wrote: *“the collector’s car market (similar to the markets of other collectibles) can be influenced by exogenous factors, such as political, financial, fiscal and customs decisions.”* In the first half of the 2019-2020 season the market was weakening and trying to find a new equilibrium, then COVID-19 arrived. No one could have ever imagined that a virus could affect our modern world in the way it has. In the last 18 months we have learned to adapt our lives to this pandemic, which has caused everyone around the world to reflect about his/her own priorities, their loved ones and their real interests.

Classic cars represent a great passion for many of us, filling our lives with purpose and emotion. While some collector-investors could have lost interest these past months, the vast majority of true enthusiasts are focusing more so than ever before, if their pockets allow, on buying their dream cars or upon improving the quality of their collections.

The classic car industry has been heavily hit with many cancelled fairs and events, however, while some services saw significant decreases, after the initial shock, for many the passion and effort has returned.

We were not optimistic about the capability of online auctions to capture the interests of collectors. Looking at the numbers, our expectations were partially wrong, it is an interesting way to present the so called “young timers” to a modern audience, but the BIG CARS are still offered either privately or at traditional live auctions, as the last Monterey sales demonstrated once more. Certainly, after this revolution, collectors are now more at ease with bidding online; we anticipate that Internet auctions will continue to grow in importance as a trusted revenue tool because they also offer an economic advantage for both the seller and the buyer.

Looking at the results of the second half, one could have the impression that the market is very strong right now. These statistics could have also been the result of a technical rebound after the cancellation of so many events and auctions in the previous months, though another indicator leads us to believe that it could be more than that with the sales percentage so much higher than anticipated.

Is the glass half-full or half-empty?

We will know more in the months to come.

Stay safe, drive your cars and enjoy reading this latest edition of the Yearbook!

ADOLFO ORSI
RAFFAELE GAZZI

Our database contains approximately 85,000 files regarding cars offered at the most important classic car auctions worldwide, beginning with the 1993-1994 sale season, together with a few cars offered from earlier years.

Reading each car's description (in italics), you will notice that, several times at the end of the description, there are [in brackets] references to previous offerings of the same car (auction, date and lot number and results price achieved in US\$).

The following graphs give an overall view of the results achieved by a specific car in different years in an effort to provide the most meaningful data, in 3 different currencies.

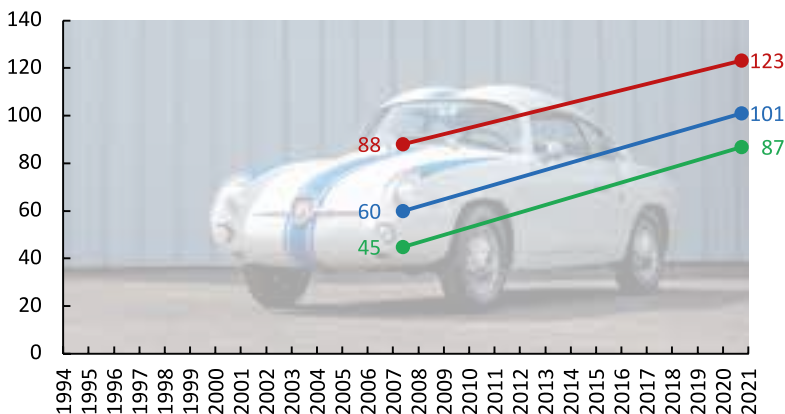
For a correct interpretation of the statistics, one should consider that a car offered twice at auctions in a span of several years could

be in different condition with respect to the previous sale. The car could be in "better" condition, because it has been restored, or it might be "worse" because it has been damaged or not well maintained. It could also be that additional history has become known. One might also consider that the car may have been sold one or more times in different countries and customs/import taxes may have already been paid in some instances.

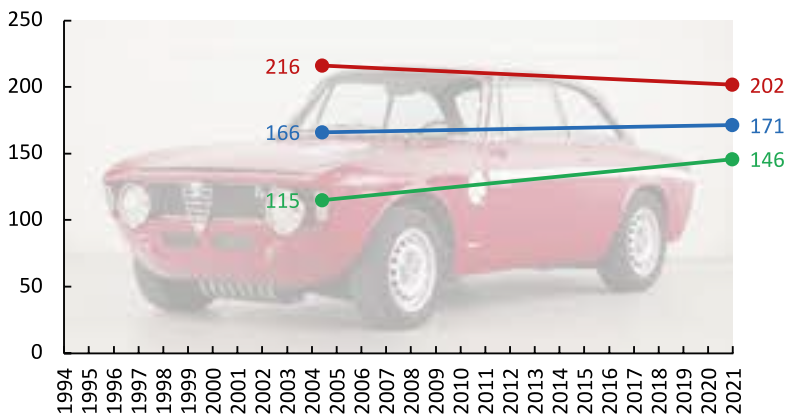
Last but not least, keep in mind the actual financial return to the seller. The reported price includes the buyer's commission retained by the auction house. The seller pays additional fees as well as various taxes and transportation fees. The actual sum paid to the seller is, therefore, often much lower than one might otherwise assume from the numbers reported.

—●— US\$k —●— GB£k —●— €k

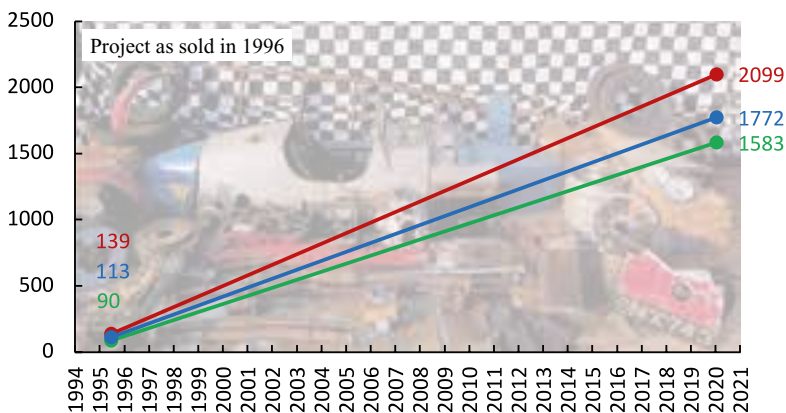
1959 Abarth 750 Coupé Zagato Chassis #100654000



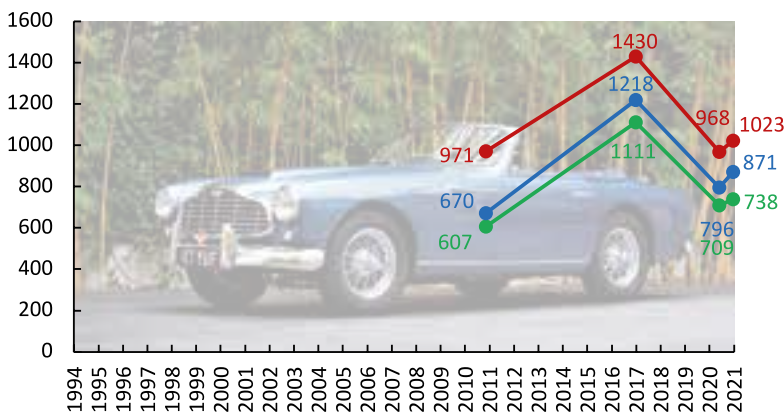
1969 Alfa Romeo Giulia GTA 1300 Junior Chassis #AR775590



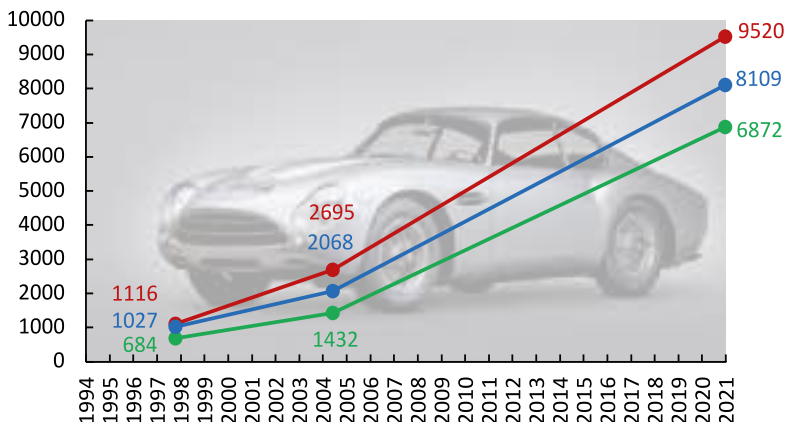
1935 Aston Martin Ulster Chassis #G5588U



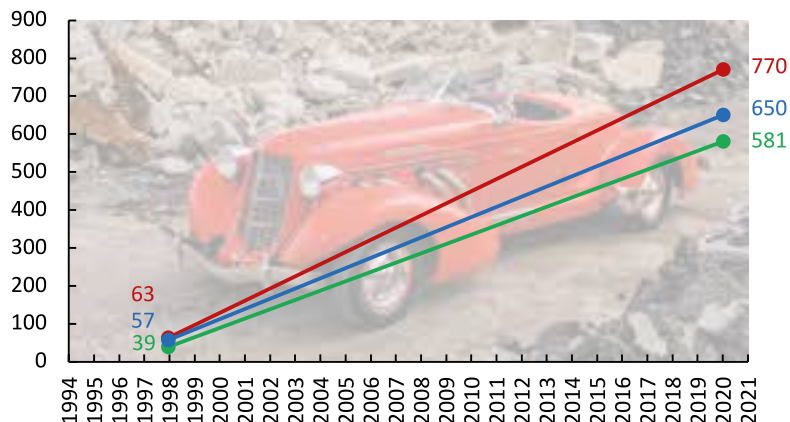
1954 Aston Martin DB2/4 Cabriolet Bertone Chassis #LML506



1962 Aston Martin DB4 GT Zagato Chassis #DB4GT0190L



1935 Auburn 8-851 SC Speedster Chassis #33219E



The Top 192 cars of the 2020-2021 season

This chapter is dedicated to the 192 cars which, in the sales covered in the last auction season, achieved the highest prices up to \$ 1.000.000. The cars are listed in descending order according to their hammer price.

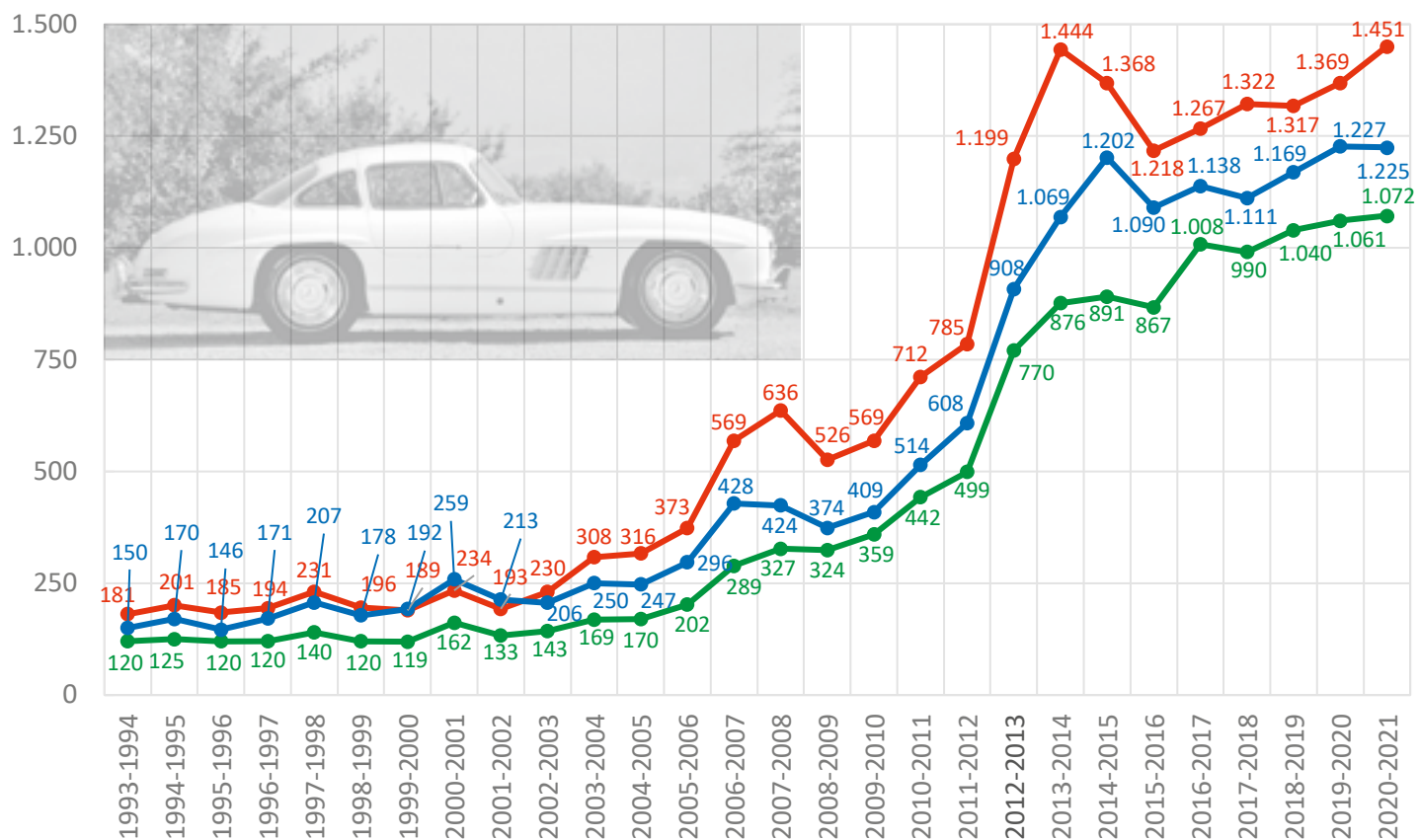
We took into consideration only the highest 100 results for the update of the usual statistics given at the end of the list, which should help one to interpret trends in the classic car market.

AUCTION RESULTS IN DESCENDING ORDER (IN US\$) 2020 – 2021

NO.	YEAR	MAKE	MODEL	BODYBUILDER	HAMMER PRICE	LOT	AUCTION HOUSE	DATE
1	1995	McLAREN	F1		20.465.000	29	G&Co	13-08-21
2	1953	ALFA ROMEO	B.A.T. 5-7-9	Bertone	14.840.000 ◊	38	Sot	28-10-20
3	1934	BUGATTI	Type 59 Sport		12.640.550	4	G&Co	05-09-20
4	1959	FERRARI	250 GT Spyder California lwb	Scaglietti	10.840.000	36	G&Co	13-08-21
5	1937	BUGATTI	Type 57S Atalante		10.413.374	15	G&Co	05-09-20
6	1962	ASTON MARTIN	DB4 GT Zagato		9.520.000	120	RMS	12-08-21
7	1972	MATRA	MS670		8.276.898	5	Art	05-02-21
8	1966	FERRARI	275 GTB/C	PF/Scaglietti	7.705.000	238	RMS	13-08-21
9	1962	FERRARI	268 SP	Fantuzzi	7.705.000	234	RMS	13-08-21
10	2010	McLAREN	MP4-25 F1		6.477.735	1	RMS	17-07-21
11	1955	JAGUAR	D-Type		6.000.000	141	RMS	22-01-21
12	1958	FERRARI	250 GT Berlinetta TdF	P.F./Scaglietti	6.000.000	331	RMS	14-08-21
13	1965	SHELBY AMERICAN	Cobra 427		5.940.000	F145	Mec	16-01-21
14	1929	DUESENBERG	Model J torpedo convertible	Murphy	5.725.000	156	RMS	22-05-21
15	1937	BUGATTI	Type 57S tourer	Corsica	5.678.750 *	105	Bon	19-02-21
16	1929	BUGATTI	Type 35B		5.615.000	133	G&Co	14-08-21
17	1966	SHELBY AMERICAN	Cobra 427 Super Snake		5.500.000	1396	B/J	27-03-21
18	1928	MERCEDES-BENZ	S 26/120/180 tourer		5.395.000	34	Bon	13-08-21
19	1928	BUGATTI	Type 35C		5.216.630	10	G&Co	05-09-20
20	1934	MERCEDES-BENZ	500/540 K Spezial Roadster		4.900.000	160	Bon	20-05-21
21	1937	BUGATTI	Type 57SC tourer	Corsica	4.735.000	150	RMS	22-01-21
22	1958	FERRARI	250 GT cabriolet	Pinin Farina	4.405.000	137	G&Co	14-08-21
23	1971	LAMBORGHINI	Miura SV Speciale	Bertone	4.251.520	2	G&Co	05-09-20
24	1963	SHELBY AMERICAN	Cobra 289		4.130.000	245	RMS	13-08-21
25	1955	ASTON MARTIN	DB3S		3.991.683	13	G&Co	05-09-20
26	1995	FERRARI	F50	Pininfarina	3.965.000	243	RMS	13-08-21
27	1930	DUESENBERG	Model J disappearing-top	Murphy	3.965.000	122	G&Co	14-08-21
28	1959	ASTON MARTIN	DB4 GT	Touring/Tickford	3.855.000	113	RMS	12-08-21
29	1953	FERRARI	166 MM II serie spider	Vignale	3.855.000	352	RMS	14-08-21
30	1995	FERRARI	F50	Pininfarina	3.772.500	181	RMS	22-05-21
31	1961	ASTON MARTIN	DB4 GT	Touring/Tickford	3.764.200	6	G&Co	05-02-21
32	1967	FERRARI	275 GTB4	PF/Scaglietti	3.662.500	21	G&Co	13-08-21
33	2016	FERRARI	F60 America	Ferrari Styling	3.635.000	254	RMS	13-08-21
34	1967	FERRARI	275 GTB4	PF/Scaglietti	3.586.000	42	G&Co	07-05-21
35	1969	FORD	GT40		3.478.345	10	G&Co	18-06-21
36	2014	FERRARI	LaFerrari	Ferrari Styling	3.410.000	S75	Mec	14-08-21
37	1967	PORSCHE	911R		3.360.000	339	RMS	14-08-21
38	2003	FERRARI	Enzo	Pininfarina	3.360.000 *	316	RMS	14-08-21
39	1929	DUESENBERG	Model J dual-cowl phaeton	Murphy	3.305.000 *	122	RMS	12-08-21
40	1961	ASTON MARTIN	DB4 GT	Touring/Tickford	3.305.000	143	G&Co	14-08-21
41	2020	McLAREN	Speedtail		3.277.500	175	RMS	22-01-21
42	2015	FERRARI	LaFerrari	Ferrari Styling	3.250.000 *	319	RMS	14-08-21
43	1965	ASTON MARTIN	DB5 convertible	Touring/Tickford	3.195.000 *	124	RMS	12-08-21
44	2020	McLAREN	Speedtail		3.140.000	256	RMS	13-08-21
45	1935	DUESENBERG	Model J dual-cowl phaeton	LaGrande	3.125.000	333	RMS	14-08-21
46	1963	MERCEDES-BENZ	300 SL Roadster		3.085.000	48	G&Co	13-08-21
47	1930	DUESENBERG	Model J/SJ convertible victoria		2.970.000	S135	Mec	22-05-21
48	1971	LAMBORGHINI	Miura SV	Bertone	2.934.677	126	RMS	13-02-21

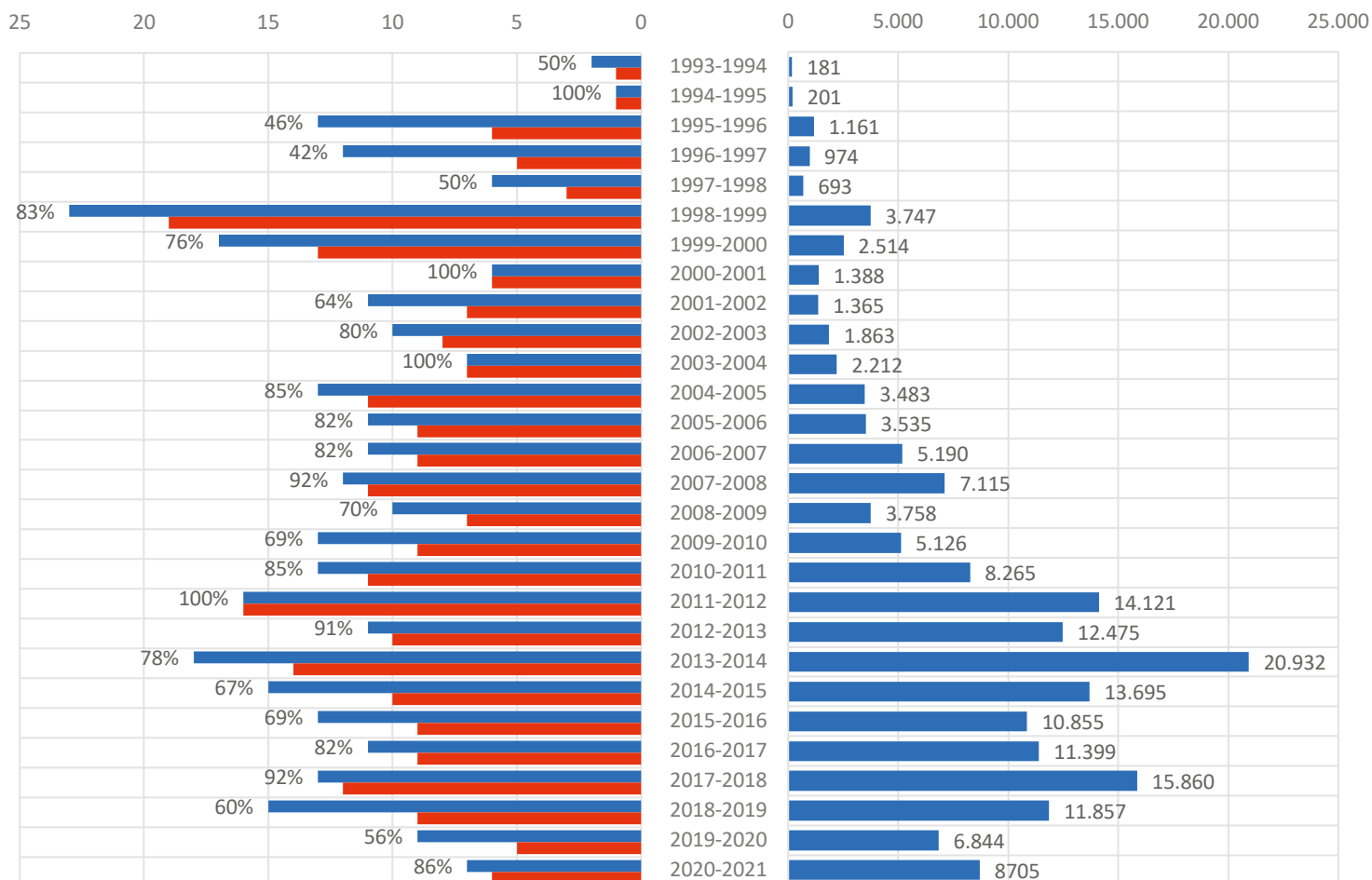
AVERAGE PRICE ACHIEVED (US\$, GB£, € K)

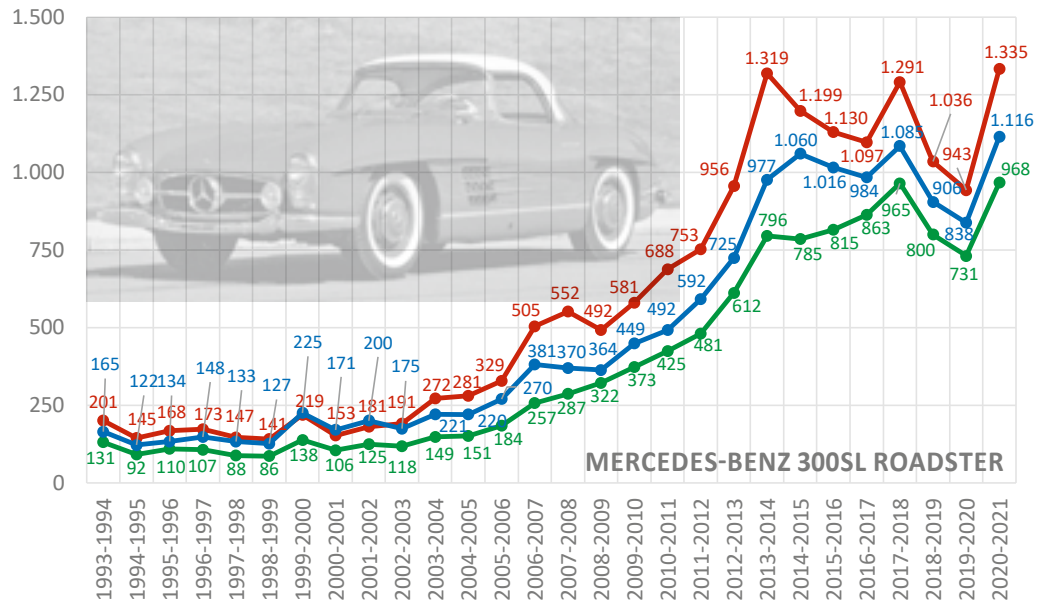
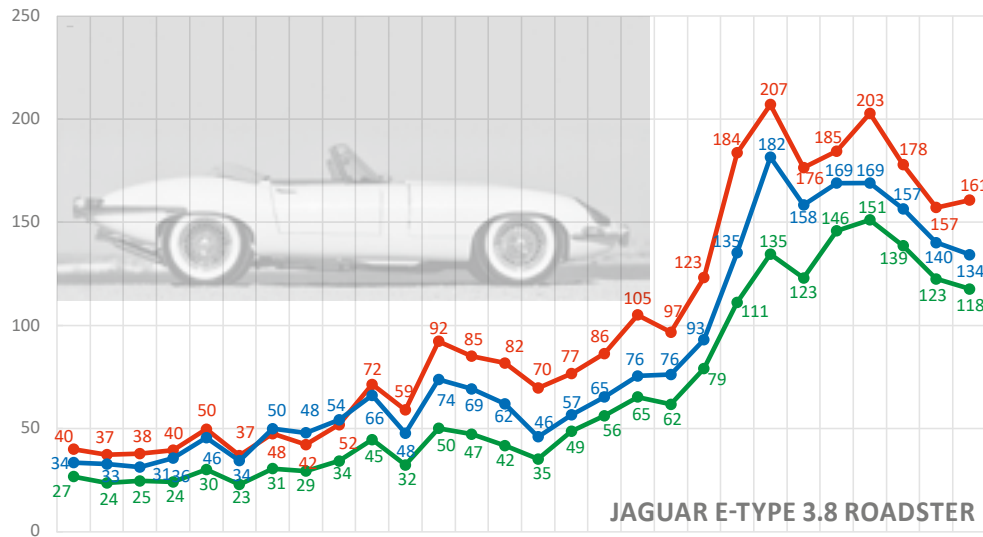
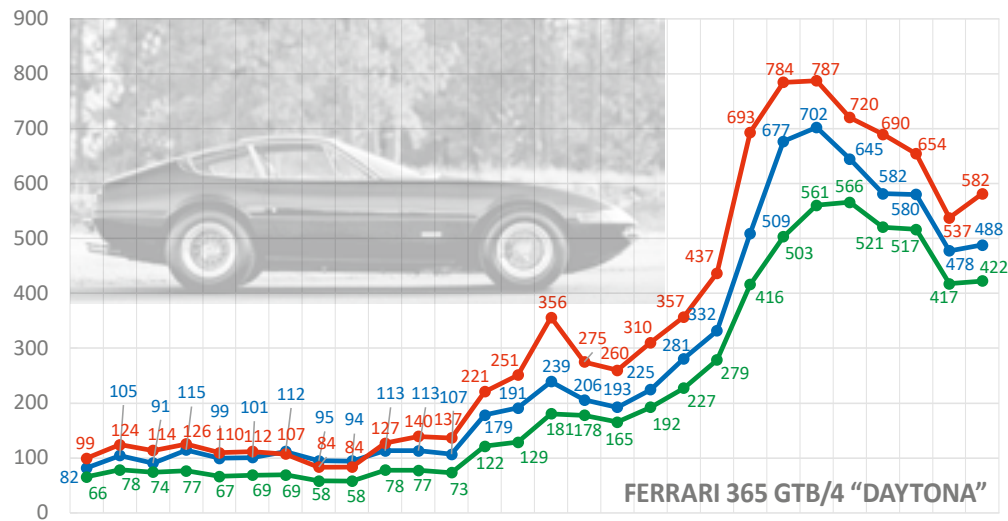
MERCEDES-BENZ 300SL "GULLWING" (1954-1957) 1.400 UNITS



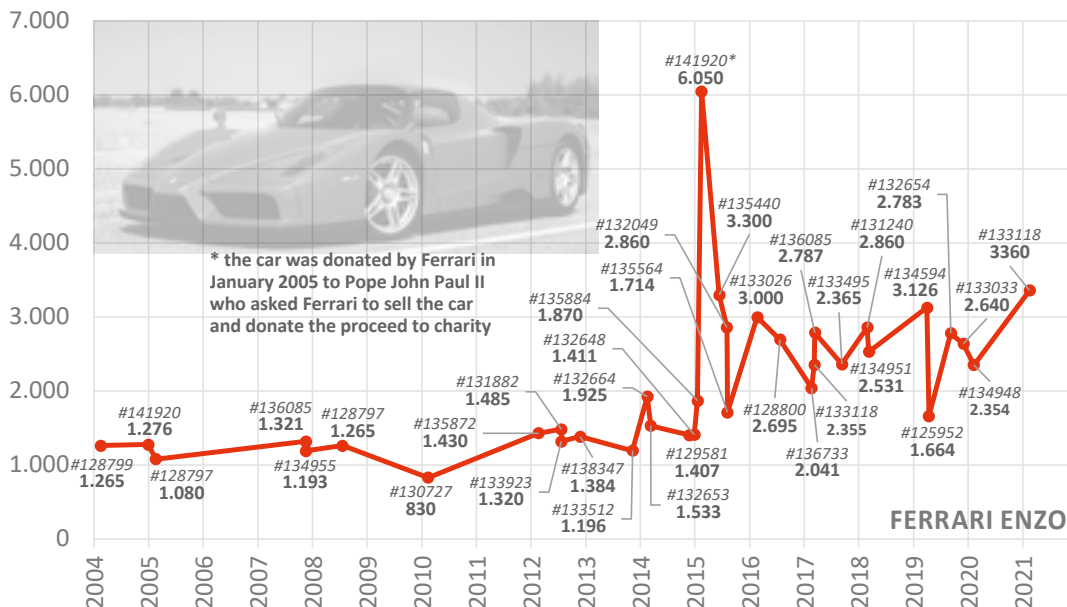
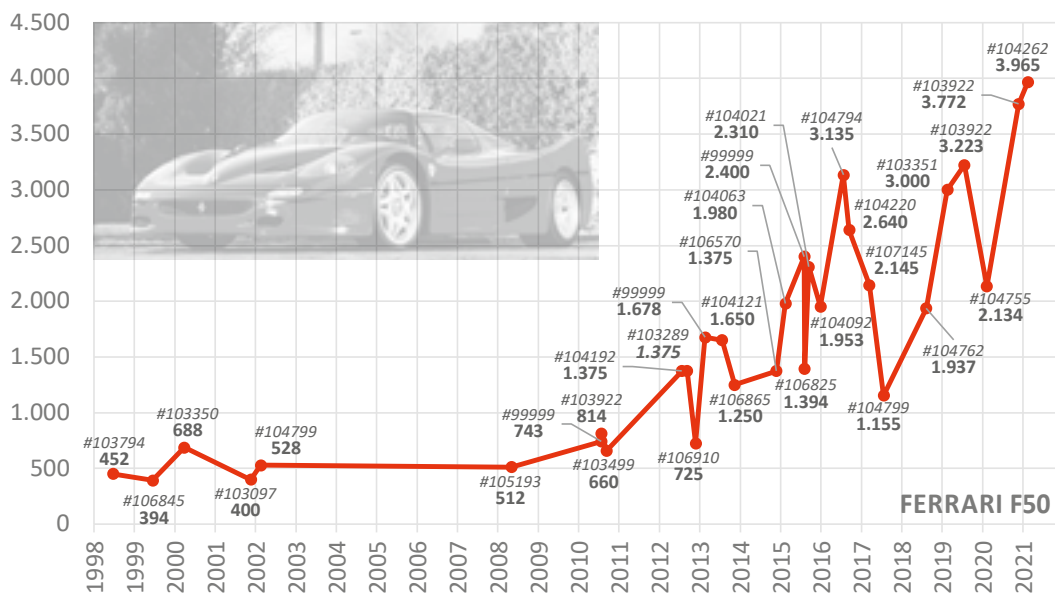
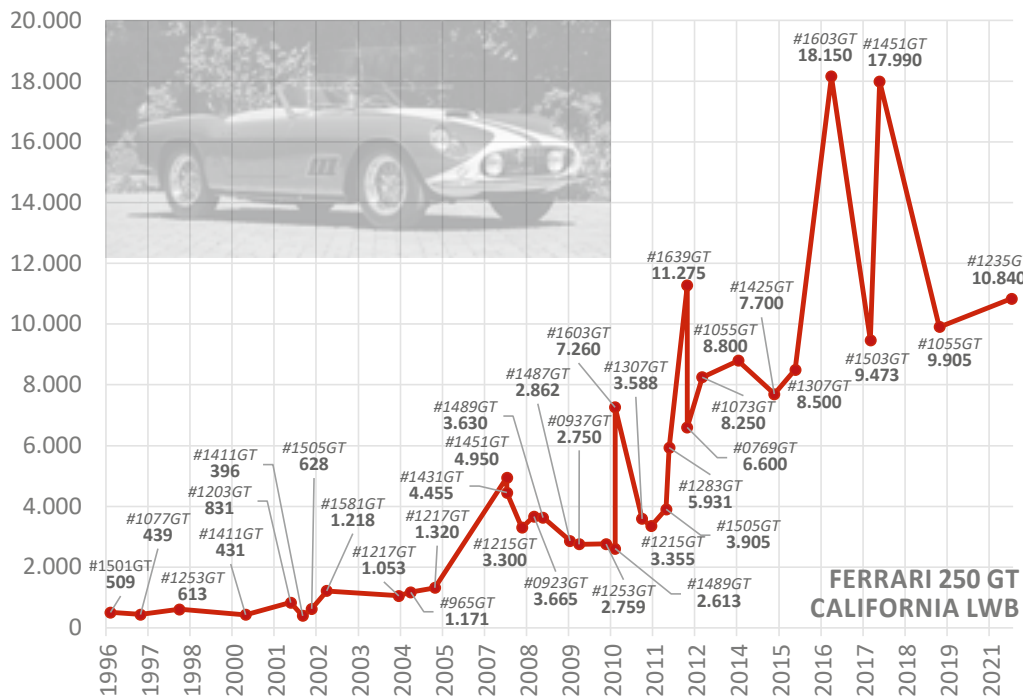
CARS OFFERED AND SOLD, SALE %

TURNOVER US\$K





PRICES ACHIEVED BY ICONIC MODELS (US\$ K) (WITH INDICATION OF THE CHASSIS NUMBER)



1 1995 McLaren F1

If there is a single car that best represents the past, present, and future of the automobile, it is the McLaren F1; An extraordinary McLaren F1 Road Car; One of only 64 examples built; Singular color scheme: Creighton brown with light tan and Brazilian brown upholstery; Exceptional time capsule condition with less than 390 Km from new; Delivered new to Japan; Federalized by JK Technologies and US titled; Offered with FACOM tool chest, luggage, handbooks, tool roll, and watch; A once-in-a-lifetime opportunity for discerning collectors

GOODING & COMPANY, 13.8.2021 Pebble Beach (USA)		Lot 29
Estimate in excess of \$	USD	15.000.000
Hammer price	USD	20.465.000
	GBP	14.800.288
	EUR	17.393.204

...The F1 presented here, chassis 029, is undoubtedly among the finest extant – a stunningly attractive, one-of-a-kind road car in pristine original condition, which has been driven less than 390 km from new. According to factory records, 029 was the 25th F1 built at McLaren's workshop in Woking, England, and the final example built in 1994, having been completed on December 23. This car is particularly notable for its elegant metallic brown livery, a unique color not shared with any other F1. This attractive one-off color was named Creighton brown, in honor of the commercial director for McLaren Cars Ltd... To complement its one-off exterior color, the cockpit of 029 was specially upholstered in light tan leather and alcantara, with contrasting Brazilian brown leather accents and brown carpeting. Completing the F1's cohesive and tasteful presentation, the four-piece fitted luggage set, handbook folio, and tool roll were all trimmed in matching light tan leather.

Upon completion, 029 was delivered to its first owner, a private Japanese collector, in 1995. Over the next 17 years, this F1 was primarily kept in static museum display... McLaren has confirmed that 029 had preventative maintenance work carried out by the local authorized F1 service center during summer 1998, in accordance with factory recommendations. Factory records also confirm that this F1 received annual services every year from 2003 to 2006, with the last official service performed in 2008. A McLaren representative visited 029 in Japan in 2010, and carried out a visual inspection, reporting that the F1 presented very well and displayed only 297 km.

... The F1 remained in the hands of its original owner until 2012, when it was sold to Shinji Takei of Tokyo... In 2013, Mr. Takei sold 029 to the current American owner... As noted in the Department of Transportation declaration on file, 029 entered the US in April 2013, with its odometer reading just 316 km. Imported under the Show or Display exemption, the F1 was immediately entrusted to JK Technologies of Baltimore... Under the direction of the consignor, JK Technologies serviced 029 and made it US-emissions compliant, accruing as few miles as possible and taking extra care to preserve any original components replaced during the federalization process... 029 is accompanied by its original European catalyts and heat shields

should a future owner decide to return the car to its exact, as-delivered specification. Since this work was completed in January 2014, the F1 has not been driven any distance, nor has it been publicly exhibited. At the time of catalogu-



ing, the odometer displayed just 387 km, approximately 240 miles. To maintain the F1 in running order, the current owner runs 029 to operating temperature once a month and has carried out fluid changes on a regular basis.

A credit to the foresight of its three private owners, 029 is presented today in exceptional original condition...Not only does this McLaren retain its factory-applied paint and interior finishes, its various identification plates and labels also remain intact. Even its Goodyear Eagle tires, specially designed for the F1, are the original ones supplied with the car when new...Consistent with its extraordinary presentation, 029 is offered with important accessories and spares.

Included with the sale is the French-made FACOM tool chest – complete with the famous communication modem and torque wrench – together with the smaller leather tool roll, which features goldplated titanium components. The car's cleverly integrated storage panniers contain the four-piece fitted luggage set, together with the serial-numbered leather folio which contains the service and warranty book, owner's manual, and flashlight...

Technical specs: 6,064cc S70/2 DOHC V-12 engine, 627 bhp at 7,500 rpm, 6-speed manual transaxle, 4-wheel ventilated Brembo disc brakes, 4-wheel independent double-wishbone suspension.



The 2020-2021 Season Case

1990 Citroën 2CV Charleston

Chassis: 171949

AGUTTES, 30.8.2021 Paris (F)		Lot 59
Estimate	EUR	50.000-70.000
Hammer price	USD	167.527
	GBP	121.728
	EUR	141.960

The car illustrating these pages is a brand-new Citroën 2 CV Charleston in Delage red from 1990: it has never been sold... nor registered, and has remained in exceptional condition since 1990. A unique fact: the bodywork parts that are supposed to receive the number plates are completely undrilled, and even more unique, the car has the very rare CERFA document n°96-4761, otherwise known as the “Application for a new vehicle registration certificate”.

The condition of the vehicle is of course absolutely incredible... Every detail is to the point: the tyres have never been re-inflated (the air is “factory original “), the fluids (engine and gearbox oil, brake fluid) are those put in at the factory, all the factory labels and markings are present, and the interior “smells like new”. It is no exaggeration to say that this car is a real time capsule.

No “new” 2CV (we’ve seen one or two) has less than 9km on the clock, and it’s likely that this corresponds to the distance between the various assembly workshops, and the short test drive the cars were subjected to before delivery. The very

few “new” 2CVs already seen on the market were sold at the time and stored by their owners for speculation; this one was never sold, for personal reasons to the garage owner who is now disposing of it, having been off the radar since 1990...

In a nod to its history, the 2CV was presented in its final version in the nave of the Grand Palais during the first post-war Motor Show in 1948. Between the metallic grey AC 109 Type A unveiled on 7 October 1948 and the grey Charleston that rolled off the production line at the Mangualde factory in Spain on 27 July 1990, 5,114,961 Citroën 2CVs were produced, all versions and series combined. The sale of this exceptional Charleston here was an obvious choice.

In 1935 Citroën was bought by the Michelin family...The new boss was Pierre Michelin. But when he was killed in a car accident, Pierre-Jules Boulanger was called in...He was forced to lay off some of the staff, but also to put an end to some interesting projects, including the legendary Traction 22 CV with a V8 engine. As part of this rationalization policy, he had his teams work on a car intended for a rural and hard-working population with few resources. The specifications were simple: the future car had to have four seats and to be able to carry 50 kg of luggage at 60 km/h, without exceeding a fiscal power of 2 HP, while being easy to maintain and economical. It must also be able to cross a ploughed field at full speed with a basket of eggs without breaking a single one...



YEAR	Model	(Bodybuilder)	CHASSIS NO.	STEERING	ESTIMATE	£	\$	€	DATE	PLACE	LOT	AUC. H.
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F1: 1960 Abarth 750 coupé (Zagato)



F2: 1961 Abarth 850 TC berlina

ABARTH (I) (1949-1981)

1960	750 coupé (Zagato)		598962	L	80-100.000 USD	128.486 *	168.000 *	141.708 *	24-10-20	Elkhart	2175	RMS F1
<i>Silver with black interior; restored several years ago. From the Elkhart Collection.</i>												
1959	750 coupé (Zagato)		100654000	L	100-125.000 USD	86.794	123.200	101.073	22-05-21	Amelia Island	123	RMS
<i>"Double bubble" body finished in white with blue stripes and blue vinyl interior; restored in the past; engine bored out at 981cc (see lot 61 Gooding & Company 19.1.08 \$88,000).</i>												
1960	750 Sestriere coupé (Zagato)		756808	L	80-110.000 EUR	86.351	119.765	100.660	20-06-21	Neuilly-sur-Seine	25	Agu
<i>Red; reimported into Europe from the USA in the 2000s; restored in recent years.</i>												
1959	750 coupé (Zagato)		549977	L	30-40.000 USD	37.115 *	51.700 *	43.583 *	04-08-21	@On-Line	193	RMS
<i>Restoration project; believed to have been raced in SVRA several decades ago.</i>												
1961	850 TC berlina		963747	L	40-60.000 EUR	31.521	43.763	36.800	10-03-21	@On-Line	109	Bon F2
<i>White with red and white vinyl interior; older restoration. Tour Auto 2000 participant (see lot 46 Aguttes 24.9.17 NS).</i>												
1971	595		2528882	L	9-13.000 EUR		NS		16-10-20	Milano	6	Bol
<i>White; unused for many years, the car requires recommissioning prior to use.</i>												
1965	595		110F0862866	L	20-30.000 USD	22.271 *	29.120 *	24.563 *	23-10-20	Elkhart	1256	RMS F3
<i>Light blue; older restoration. From the Elkhart Collection.</i>												
1964	595		110D595595	L	19-23.000 GBP	30.375	40.034	33.762	14-11-20	@On-Line	459	SIC
<i>White with black interior; imported from Italy and first registered in the UK in 2004; body repainted in 2017.</i>												
1979	SE033 F. Abarth		033008	M	30-35.000 EUR		NS		28-08-21	Imola	11	Fin
<i>Azure; sold new to Edoardo Lazzaroni's racing team</i>												

AC (GB) (1908-)

1910	Sociable		9726	R	22-28.000 GBP	20.700	26.842	22.946	30-10-20	London	201	Bon F4
<i>In the Hurlock family ownership since 1967; over the years displayed at the AC Cars' headquarters, National Motor Museum, Beaulieu and Brooklands Museum; it last ran some years ago.</i>												
1910	Sociable		0R458(identif.no.)	R	30-40.000 USD	34.424 *	47.600 *	40.455 *	14-08-21	Monterey	304	RMS
<i>Burgundy with black mudguards and black interior; restored years ago in the UK. From the Feldman Collection.</i>												
1926	Six tourer		14223	R	11-13.000 GBP	13.500	17.547	14.934	14-10-20	Duxford	5	H&H
<i>Brown over cream with brown leather interior; for 22 years in the current ownership; restored in the past.</i>												
1928	16/56hp Royal roadster		14406	R	20-30.000 USD	28.349 *	39.200 *	33.316 *	14-08-21	Monterey	302	RMS
<i>Maroon with black wings and green leather interior; never fully restored; in good driving order. From the Feldman Collection.</i>												
1935	Ace 16/60 Greyhound 2-door saloon		L332	R	50-60.000 USD	30.374 *	42.000 *	35.696 *	14-08-21	Monterey	303	RMS
<i>Green with black roof and beige leather interior; well-maintained older restoration. From the Feldman Collection..</i>												



F3: 1965 Abarth 595



F4: 1910 AC Sociable

YEAR	Model	(Bodybuilder)	CHASSIS NO.	STEERING	ESTIMATE	£	\$	€	DATE	PLACE	LOT	AUC. H.
1952	401 coupé (Touring)		40L1071	R	35-45.000 GBP	46.125	65.336	53.427	26-05-21	Duxford	58	H&H
<i>Burgundy with tan interior; body restored in 2008.</i>												
1953	403 coupé		4031899	R	80-120.000 USD	47.112 *	61.600 *	51.960 *	24-10-20	Elkhart	2209	RMS
<i>Black with red leather interior; restored. From the Elkhart Collection.</i>												
1955	405 cabriolet		4054515	L	100-150.000 EUR	151.301 *	207.114 *	172.840 *	05-02-21	Paris	29	Art F113
<i>Dark metallic green with red leather interior; little used in recent years, it requires recommissioning prior to use. From the "So British" Collection.</i>												
1966	408		4087206	R	18-26.000 GBP	18.562	24.053	20.431	20-09-20	Bicester	104	Bon
<i>Two-tone body; restored; automatic transmission.</i>												
1972	411		7672302G383	R	30-40.000 GBP		NS		20-03-21	@On-Line	56	Bon
<i>Two-tone body; restored between 2007 and 2009; further work in 2015 and 2016. ZF automatic transmission.</i>												
1977	603		7924072	R	32-40.000 GBP	33.960	43.251	37.176	26-09-20	Ascot	195	His
<i>Dark blue with blue interior; automatic transmission; factory demonstrator when new.</i>												
1986	Britannia		603S308535116	R	25-30.000 GBP	25.875	35.061	28.765	16-12-20	Buxton	38	H&H
<i>Blue with light grey leather interior; recommissioned in 2019 following 11 years of storage.</i>												

BRITON (GB) (1909-1928)

1910	10hp roadster		672	R	14-18.000 GBP	17.050	23.647	19.875	18-06-21	@On-Line	12	G&Co
<i>Green with black interior; in the past exhibited in the Midland Motor Museum.</i>												

BROUGH SUPERIOR (GB) (1935-1940)

1937	3.5-litre cabriolet (Atcherley)		CH6D714160080	R	75-100.000 USD	109.213 *	142.800 *	120.452 *	24-10-20	Elkhart	2172	RMS F114
<i>Black with tan interior; older concours-quality restoration. From the Elkhart Collection.</i>												
1935	4-litre Dual Purpose cabriolet		542398	R	60-80.000 GBP	67.500	95.614	78.185	26-05-21	Duxford	41	H&H
<i>Black with brown leather interior; in the same family ownership since 1960; restored in the early 1960s; in good overall condition.</i>												

BRUTSCH (D) (1955-1958)

1958	Rollera		025	C	30-50.000 EUR	22.956 *	31.424 *	26.224 *	05-02-21	Paris	19	Art
<i>Red with black interior; recently restored. Built in France under licence.</i>												

BSA (GB) (1907-1939)

1939	Scout		E2118 tourer	R	14-18.000 GBP		NS		25-11-20	@On-Line	321	H&H
<i>Green with black interior; restored in the past (see H & H lots 27 24.5.12 \$15,803 and 62 H & H 19.7.18 \$22,626).</i>												

BUCCIALI (F) (1922-1933)

1930	TAV 30 "La Marie" Torpedo Sport type Cannes (Saoutchik)	101	R	Refer Dpt.			NS		13-08-21	Carmel	73	Bon
<i>Development chassis TAV 3, eventually become TAV 8 and then TAV 30 where "30" stands for 1930; shown multiple times in various guises at the Paris Salon and in 1930 and 1931 also at the New York and Chicago Motor Shows; retained by Paul-Albert Bucciالي until 1960 when it was bought by Serge Pozzoli who resold it in 1969 to Ray Jones in the USA; later acquired by Uwe Hucke who restored and fitted it with the present body previously on a Mercedes-Benz 680S and in 1985 sold the car to the Blackhawk Museum Collection.</i>												

BUGATTI (F) (1909-1956)

1928	Type 35C		4871	R	>3000000 GBP	3.935.000	5.216.630	4.405.233	05-09-20	London	10	G&Co F115
<i>One of the Works cars at the 1928 Targa Florio; sold after the race to its first private owner, M.me Jannine Jenky; raced until 1932 or 1933; owned by Ricardo Bernasconi from 1932 to 1958, by Jean Ooms, in unrestored condition, from 1958 to 1979 and by Patrice Liebitz, who rebuilt the engine, from 1979 to 2000 when it was bought by the current owner who restored all the mechanicals. Original interior; body repainted in the present red livery in 1932. UK tax paid. From the Hubert Fabri Collection.</i>												
1970	Type 35B		BC43	R	300-500.000 GBP	333.500	472.269	386.727	19-05-21	London	17	Bon
<i>Blue with black interior; car assembled in the 1970s on an Alan Wragg chassis; restored between 1986 and 1991 and fitted with original Bugatti front and rear axles and gearbox, and a Crosthwaite & Gardiner 2.3-litre engine; used extensively at historic events including the Monaco Grand Prix Historique; clutch replaced in November 2020.</i>												
1929	Type 35B		4938	R	3.500-4.500.000 USD	4.060.768	5.615.000	4.772.189	14-08-21	Pebble Beach	133	G&Co
<i>Works car winner of the French GP in June 1929 driven by William Grover-Williams; then acquired by Louis Chiron who won the Spanish GP in July that same year; sold to Germany in the early 1930s; in the same family ownership in the USA from 1952 to 2000; first restored in the late 1980s; restored again by English collector Chris Drake in 2006 when it was bought by the consignor. According to Bugatti historian Mark Morris report the car has original chassis frame, engine, supercharger, gearbox, front and rear axle and much of the body.</i>												



F113: 1955 Bristol 405 cabriolet



F114: 1937 Brough Superior 3.5-litre cabriolet (Atcherley)

YEAR	Model	(Bodybuilder)	CHASSIS NO.	STEERING	ESTIMATE	£	\$	€	DATE	PLACE	LOT	AUC. H.
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F203: 1952 Ferrari 212 Europa cabriolet (Ghia)



F204: 1952 Ferrari 225 Sport Berlinetta (Vignale)

FERRARI (I) (1947-)

1952	340 America coupé (Vignale)		0202A	R	4.800-5.300.000 USD				NS	14-08-21	Monterey	F74	Mec
<p>French blue with grey interior; 2nd in class and 5th overall at the 1952 Le Mans 24 Hours driven by Andre Simon and Lucien Vincent; rebuild at the Ferrari factory in early 1953, sold to the USA to Bill Devin and raced by Jim McAfee and Masten Gregory; bought in 1955 by George Sawyer and fitted with a new body; raced until 1960 circa; bought by Tom Shaughnessy in 2006, restored by Ferrari Classiche in Italy with the body recreated as the original and reunited with its original engine located by Shaughnessy. Certified by Ferrari Classiche.</p>													
1952	212 Europa cabriolet (Ghia)		0233EU	R	1.700-2.100.000 USD	1.316.224	1.820.000	1.546.818		13-08-21	Carmel	56	Bon
<p>Built as chassis no.0191EL and displayed at the 1952 Geneva and Turin Motor Shows, the car, finished in medium grey, was sold in Italy to Editoriale Domus Spa; bought back by factory, it was repainted in metallic blue, renumbered 0233EU and resold to France; imported into the USA in 1953; full restoration completed in 2017; certified by Ferrari Classiche (see lot 47 Gooding & Company 9.3.18 \$1,600,000).</p>													
1952	225 Sport Berlinetta (Vignale)		0164ED	R	2.500-3.500.000 USD	2.149.088 *	2.810.000 *	2.370.235 *		24-10-20	Elkhart	2202	RMS
<p>Red with beige leather interior; sold new to Italian driver Franco Bordoni; raced until 1954 when it was sold to the USA; formerly owned also by Alfred Momo and Anthony Wang; currently fitted with a 3-litre replacement engine and 5-speed Tremec gearbox; the matching number engine block and original gearbox are included with the sale. Since 2012 in the Elkhart Collection.</p>													
1953	166 MM II serie spider (Vignale)		0314M	R	4.000-5.000.000 USD	2.787.936	3.855.000	3.276.365		14-08-21	Monterey	352	RMS
<p>Red and grey; sold new to Edoardo Lualdi Gabardi who raced it at several events until 1955 including the 1954 MM; engine enlarged to 3 litre at the factory in late 1953; bought in 1961 by German Helmut Frevel who retained it until 1991; first restored in the 1990s; stolen in 2000 and disappeared for nearly seven years; restored again in 2009; between 2015 and 2016 fitted at Ferrari Classiche with a new 2-litre engine, 212-spec gearbox and 340-spec rear differential and certified as vehicle of special historical significance.</p>													
1954	375 America coupé (Vignale)		0327AL	L	2.400-3.400.000 USD	1.872.491	2.557.000	2.103.133		22-01-21	Scottsdale	162	RMS
<p>Burgundy with silver roof and beige leather interior; in 1954 displayed at the New York World Motor Sport Show and Geneva Motor Show; sold to the USA and remained in the same family ownership until the early 1970s. Following some ownership changes in USA and Europe, in 2009 it was reimported into the USA and later repainted in the present livery. Ferrari Classiche certification in progress (see lots 248 RM 20.8.11 \$1,980,000 and 163 RM/Sotheby's 24.8.18 NS).</p>													
1955	250 Europa GT (Pinin Farina)		0413GT	L	2.200-2.600.000 USD	1.599.396	2.222.000	1.842.482		07-05-21	@On-Line	31	G&Co
<p>Deep metallic grey with orange leather interior; sold new in Italy to Enrico Wax; exported in 1960 to the USA where it remained until 2020 in the ownership of William Gottwald who used it until 1966; in original, unrestored condition; 33,671 believed original kilometers on the odometer; it will require mechanical attention prior to road use.</p>													
1956	250 GT (Boano)		0613GT	L	1.200-1.400.000 USD	990.436	1.352.500	1.112.431		22-01-21	Scottsdale	143	RMS
<p>Red with black roof and tan interior; sold new to the USA and raced in period also by George Arents and Bob Grossman; imported into the UK in 1960; restored in the 1980s and then sold to Japan; reimported into the USA in 2002; restoration refreshed and engine rebuilt in 2004; certified by Ferrari Classiche.(see lot 132 Gooding & Company 21.8.16 \$1,485,000).</p>													
1958	250 GT (Ellena)		0817GT	L	700-900.000 GBP	514.166	710.937	599.518		09-07-21	Goodwood	220	Bon
<p>Burgundy with silver roof and tan interior; sold new in Italy; imported into the USA in the early 1970s; restored in the UK between 2005 and 2008; later reunited with its original engine no. 0817 rebuilt in 2014 (see lots Christie's 23 5.6.05 \$141,000, RM 331 18.5.08 NS and 217 29.10.08 NS, and Artcurial 30 8.2.09 NS).</p>													
1957	250 GT (Boano)		0667GT	L	775-900.000 USD	719.584	995.000	845.651		13-08-21	Monterey	264	RMS
<p>Dark Blu with silver roof and tan interior; sold new in Italy; imported to the USA in 1969 and remained in single ownership until 2012; subsequently restored in Italy; engine rebuild in the USA in 2016 (see RM/Sotheby's lots 215 14.8.15 UD and 152 18.1.18 NS).</p>													
1958	250 GT Berlinetta TdF (P.F./Scaglietti)		1031GT	L	5.750-6.500.000 USD	4.339.200	6.000.000	5.099.400		14-08-21	Monterey	331	RMS
<p>Light blue with red stripes and havana interior; covered headlamp body; sold new to France; raced at some events in period including the 1958 Tour de France; imported into the USA in 1967 circa; owned by David and Mary Love from 1972 for over 40 years; engine and gearbox rebuilt in the late 1970s; restoration completed in 2016.</p>													



F205: 1953 Ferrari 166 MM II serie spider (Vignale)



F206: 1954 Ferrari 375 America coupé (Vignale)

YEAR Model (Bodybuilder) CHASSIS NO. STEERING ESTIMATE £ \$ € DATE PLACE LOT AUC. H.



F215: 1963 Ferrari 250 GTE 2+2 (Pininfarina)



F216: 1963 Ferrari 250 GT/L (PF/Scaglietti)

1963	250 GT/L (PF/Scaglietti)	4393	L	1.500-1.750.000 USD	1.353.375 *	1.875.000 *	1.597.125 *	12-08-21	Monterey	109	RMS	
<i>Smoke grey with tobacco interior; 4,419 miles covered since the restoration carried out in 2009-2010. Certified by Ferrari Classiche. From the Paul Andrews Estate Collection (see lots Gooding & Company 49 20.1.12 \$880,000, and RM/Sotheby's 328 15.8.15 \$1,815,000 and 157 24.8.18 \$1,710,000).</i>												
1964	250 GT/L (PF/Scaglietti)	5915	L	1.200-1.500.000 USD	1.077.568	1.490.000	1.266.351	14-08-21	Pebble Beach	120	G&Co	
<i>Silver blue with tan interior; sold new in Italy; subsequently it has had owners in the USA and UK; acquired in 1998 by Pierre Noblet who had it restored cosmetically in Italy and mechanically in the Netherlands and drove it at several historic events; reimported into the USA in 2004; further mechanical work in Italy in 2004 and in the USA in 2020. Certified by Ferrari Classiche.</i>												
1963	250 GT/L (PF/Scaglietti)	4513GT	L	1.400-1.600.000 USD	1.272.832	1.760.000	1.495.824	14-08-21	Monterey	S110	Mec	
<i>Black with saddle leather interior; sold new to Switzerland; later in the Matsuda Collection in Japan; recent restoration and major service; certified by Ferrari Classiche.</i>												
1965	250 GT/L (PF/Scaglietti)	5003	L	1.500-1.750.000 USD	1.196.896	1.655.000	1.406.585	14-08-21	Monterey	355	RMS	
<i>Black with red leather interior; sold new in Italy and later imported into the USA; restored to concours-condition at unspecified date; certified by Ferrari Classiche (see Russo & Steele lots S679 15.8.15 NS and 7037 8.3.19 NS).</i>												
1962	268 SP (Fantuzzi)	0798	R	8-10.000.000 USD	5.572.256	7.705.000	6.548.480	13-08-21	Monterey	234	RMS	
<i>Factory entry at the 1962 Le Mans 24 Hours for Giancarlo Baghetti and Ludovico Scarfiotti; in late 1962 sold to the USA to Scuderia NART and driven also by Lorenzo Bandini; bought in 1964 by John O'Brien and raced at the 1964 SCCA Class D Modified Championship; raced in the USA until 1966; bought in 1969 by Pierre Bardinon and restored in the early 1970s by Fantuzzi in Modena; since 1996 in the current ownership; certified by Ferrari Classiche. (see lot 240 RM/Sotheby's 20.8.16 NS).</i>											TOP9 F217	
1966	330 GT 2+2 (Pininfarina)	8535	L	150-200.000 EUR	219.902	299.047	244.200	17-12-20	Fontainebleau	71	Ose	
<i>Blue with tan interior; in the same family ownership since 1967; in storage since 1974; less than 40,000 original kms. Second series with single headlamp.</i>												
1965	330 GT 2+2 (Pininfarina)	6509	L	80-120.000 EUR	93.742 *	129.833 *	109.250 *	30-06-21	@On-Line	226	Bon	
<i>Red; due to a long period in storage it would benefit from a mechanical overhaul and some small cosmetic work. First series with twin headlamps.</i>												
1964	330 GT/275 GTB4 NART Spider replica	5809	L	800-1.200.000 EUR		NS		19-07-21	Monaco	164	Art	
<i>Dark blue with red interior; body built by Quality Cars.</i>												
1967	330 GT 2+2 (Pininfarina)	8937	L	120-160.000 USD	178.196 *	246.400 *	209.415 *	13-08-21	Carmel	128	Bon	
<i>Hazelnut with black interior; 35,344 believed original miles; bought by the current owner in 2006 and on static display since; in need of recommissioning prior to use; second series with single headlamp.</i>												
1966	330 GT 2+2 (Pininfarina)	9017	L	250-300.000 USD	242.272	335.000	284.717	13-08-21	Monterey	206	RMS	
<i>Red with black interior; restored in the early 2000s; engine rebuilt later in Canada. Second series with single headlamp (see lot 433 RM 18.8.00 \$31,900).</i>												F218
1966	330 GT 2+2 (Pininfarina)	8947	L	350-425.000 USD	341.712	472.500	401.578	14-08-21	Pebble Beach	162	G&Co	
<i>Gold with red leather interior; sold new to the USA; restoration carried out in Italy and completed in 2017; certified by Ferrari Classiche. Second series with single headlight (see lot 151 RM 15.8.14 \$302,500).</i>												
1967	330 GT 2+2 (Pininfarina)	10181	L	200-240.000 USD	238.294	329.500	280.042	14-08-21	Monterey	322	RMS	
<i>Silver with original black leather interior; sold new to the USA and retained by its first owner until 1998; less than 18,400 miles; repainted in recent years. Second series with single headlamp.</i>												
1965	500 Superfast (Pininfarina)	6305SF	L	2.000-2.500.000 USD	1.356.000	1.875.000	1.593.563	14-08-21	Monterey	S112	Mec	
<i>Black with beige leather interior; sold new in Italy, the car has had in the years several owners in the USA and Europe; mechanically restored at unspecified date; certified by Ferrari Classiche. (see lot 131 Gooding & Company 18.1.20 NS).</i>												F219
1966	275 GTB (PF/Scaglietti)	08863	L	2.000-2.400.000 USD	1.417.733	1.936.000	1.592.360	22-01-21	@On-Line	37	G&Co	
<i>Long nose version finished in light red with red leather interior; in the same family ownership from new to early 2020 when it was acquired by the current, second owner; in original, unrestored condition; just over 43,000 miles covered.</i>												



F217: 1962 Ferrari 268 SP (Fantuzzi)



F218: 1966 Ferrari 330 GT 2+2 (Pininfarina)

The 1st August 1993 - 31st August 2021 “Top Twenty”



1 – 1962 FERRARI
250 GTO
RM Sotheby’s, Monterey (USA)
25.8.2018 – Lot 247
US\$ 48.405.000



6 – 1967 FERRARI
275 GTB/4 NART Spider
RM Auctions, Monterey (USA)
17.8.2013 – Lot 225
US\$ 27.500.000



11 – 1955 JAGUAR
D-Type
RM Sotheby’s, Monterey (USA)
19.8.2016 – Lot 114
US\$ 21.780.000



16 – 1939 ALFA ROMEO
8C 2900B berlinetta
Artcurial, Paris (F)
8.2.2019 – Lot 20
US\$ 18.999.558



2 – 1962 FERRARI
250 GTO
Bonhams, Carmel (USA)
14.8.2014 – Lot 03
US\$ 38.115.000



7 – 1964 FERRARI
275 GTB/C Speciale
RM Auctions, Monterey (USA)
16.8.2014 – Lot 239
US\$ 26.400.000



12 – 1963 ASTON MARTIN
DP215 GT competition prototype
RM Sotheby’s, Monterey (USA)
24.8.2018 – Lot 141
US\$ 21.455.000



17 – 1961 FERRARI
250 GT Spyder California swb
Artcurial, Paris (F)
6.2.2015 – Lot 59
US\$ 18.644.874



3 – 1957 FERRARI
335 S
Artcurial, Paris (F)
5.2.2016 – Lot 170
US\$ 35.930.639



8 – 1956 ASTON MARTIN
DBR1
RM Sotheby’s, Monterey (USA)
18.8.2017 – Lot 148
US\$ 22.550.000



13 – 1995 – McLAREN
F1
Gooding & Company, Pebble Beach (USA)
13.8.2021 – Lot 29
US\$ 20.465.000



18 – 1954 FERRARI
375 Plus spider
Bonhams, Goodwood (UK)
27.6.2014 – Lot 320
US\$ 18.315.361



4 – 1954 MERCEDES-BENZ
W196R
Bonhams, Goodwood (GB)
12.7.2013 – Lot 320
US\$ 29.598.265



9 – 1956 FERRARI
290 MM
RM Sothebys, Los Angeles (USA)
8.12.2018 – Lot 241
US\$ 22.005.000



14 – 1994 McLAREN
F1
RM Sotheby’s, Monterey (USA)
16.8.2019 – Lot 261
US\$ 19.805.000



19 – 1959 FERRARI
250 GT Spyder California lwb
Gooding & Company, Pebble Beach (USA)
20.8.2016 – Lot 33
US\$ 18.150.000



5 – 1956 FERRARI
290 MM
RM Sotheby’s, New York (USA)
10.12.2015 – Lot 221
US\$ 28.050.000



10 – 1935 DUESENBERG
Model SSJ roadster
Gooding & Company, Pebble Beach (USA)
24.8.2018 – Lot 35
US\$ 22.000.000



15 – 1939 ALFA ROMEO
8C 2900B Spider
RM Sotheby’s, Monterey (USA)
20.8.2016 – Lot 234
US\$ 19.800.000



20 – 1959 FERRARI
250 GT Spyder California lwb
RM Sothebys, New York (USA)
6.12.2017 – Lot 141
US\$ 17.990.000

Historica Selecta

Adolfo Orsi's passion for motorcars was honed throughout his teenage years. In fact, as the grandson of Adolfo and son of Omar Orsi, who held the reins of Maserati between 1937 and 1968, he grew up surrounded by cars.

In 1986 he decided to dedicate himself full-time to his passion and, from 1988 to 1991, he organized auctions of collector cars, motorcycles and automobilia in Modena and Monza.

In 1990 he established the company **HISTORICA SELECTA** and Raffaele Gazzi, a long-time friend and fellow enthusiast, joined the company in 1991.

In 2019, he was ranked 30th in the "Top 50 Most Influential People in the Collector Car World" by *Magneto*, a quarterly magazine for the true car enthusiast.

As leading specialist in the international collector car market, HISTORICA SELECTA often advises many of the world's most prestigious Manufacturers, Museums and collectors.

In detail, HISTORICA SELECTA:

- **Organizes historical exhibitions:** "*Maserati 100 – A Century of pure Italian Luxury Sports Cars*", MEF (Museo Enzo Ferrari), Modena 2014; "*The history of the automobile in Modena 1895-1970*", MEF (Museo Enzo Ferrari), Modena 2012 (still part of the Museum exhibit); "*Quando scatta Nuvolari*", Palazzo Te, Mantova, 2009-2010; "*Mitomacchina*", MART, Rovereto, 2006-2007, which had 130.000 visitors and was described by Thoroughbred & Classic Cars as "the most braintingling exhibition of cars ever assembled in the name of art"; "*Cuando el hombre es mas que el mito*" (Fangio), Modena, 2005; "*Maserati, la macchina sublime*", Modena, 1996; "*Maserati ottantanni: 1914-1994*", Motorshow Bologna, 1994; "*Lo sviluppo della tecnica automobilistica dagli inizi del secolo a oggi: Bugatti*", Fiera Bologna, 1993; "*Bugatti e Lotus*", Motorshow Bologna, 1993;
- **Advises manufacturers on Heritage collections and programs;**
- **Advises Museums and private collectors;**
- **Organizes celebrations and forums:** in 2017, it collaborated with Ferrari for the Concorso Ferrari 70 celebration (as in 2007 for the 60th); in 2014 it organized the Concorso d'Eleganza for the Maserati Centennial Gathering, in 2013 for the 50th Anniversary of Lamborghini, in 2009 it coordinated the "XI World Forum for Motor Museums" in Emilia-Romagna; and in 2001, it organized the 75th Anniversary Celebration of the Modena Automobile Club;
- **Publishes** the "*Classic Car Auction Yearbook*" from 2008; from 1994 to 2006, edited the "*Catalogo Bolaffi delle automobili da collezione*".

The authors

The President of Historica Selecta is **Adolfo Orsi**, who is an:

- **Automobile historian**, one of the leading experts in the field of Italian Sports and Racing Cars;
- **Expert in the problems of the authenticity and restoration**, having coordinated the restoration of several Italian cars winning the most prestigious Awards in many Concours d'Elegance;
- **Judge in more than 125 Concours d'Elegances:** since 1997 at Pebble Beach, convinced of the importance of preserving cars in their original condition, in 1999 he inspired the FIVA Award for the best preserved car in the field, for which he has been chief class judge ever since (with the exception of 2021); in 2017 he was Chief Judge of the Ferrari 70 Concorso (as he did before for the 60th in 2007), in 2014 Maserati Centennial Gathering, in 2013 Concorso Lamborghini 50th, he served as Chief Judge at Uniques Special Ones (in Florence and St. Petersburg) and Salon Privé; he has been a member of The Peninsula Classics Best of the Best Award (and before of the Louis Vuitton Classic Concours Award); throughout the years, he has also judged at many other events including 21 Gun Salute (in New Delhi), Amelia Island, Bund Classic (in Shanghai), Cavallino, Chantilly, Villa d'Este, Salon Privé, Schloss Dyck, Swiss Concours, Techno Classica, Terme della Salvarola, The Legend of Motorcycles, Zoute, and Gold Coast Motor Festival (in Hong Kong).
- **Lecturer**, in Italy and abroad, on automobile history and car collecting;
- **Writer**, for the Italian financial newspaper "Il Sole-24 Ore" (from 1989 to 2008) and for "The Official Ferrari Magazine";
- **Honorary member** of the Maserati Club UK, Maserati Club Japan, Maserati Club Italia, Maserati Club Hong Kong, Gruppo Anziani Maserati, Club Castiglionesse Auto e Moto d'Epoca, charter member of ICJAG (International Chief Judge Advisory Group), consulting member of the IAC-PFA (International Advisory Council for the Preservation of Ferrari Automobiles).

Raffaele Gazzi, a long-time enthusiast of automotive history and of vintage cars in general, was still a bank manager in 1988 when he began dedicating a few of his weekends to working with Adolfo Orsi to create the most important auctions for classic cars and memorabilia in Italy.

At the end of 1991, Raffaele joined HISTORICA SELECTA as a part owner, he left the company in 2019. In addition to co-organizing numerous ongoing events and exhibitions for the company, Raffaele often serves as Secretary of Jury or Judge at various, leading Concours d'Elegance.

The “Classic Car Auction 2020-2021 Yearbook” covers the most important auctions from 1st September 2020 to 31st August 2021: 5.407 cars of 334 different Makes, illustrated by 834 colour and b/w photos. Each car is listed with year, model, bodybuilder, chassis number, estimate, hammer price in £, US\$ and €, sale date and place, lot number and auction house, and a short description; furthermore it reports the results in US\$ achieved by the same car if offered at auction in the previous 27 years. Considered by many “The Bible in the Field” and supported for the thirteenth consecutive year by Credit Suisse, the Yearbook contains the market analysis by the representatives of the most important auction houses, graphs and statistics of the last 28 auction seasons, most coveted Makes, countries and periods, total auction sales turnover, percentage of cars sold, average price achieved by some iconic models and, at the end, the Top Five of each season, and overall Top Twenty from 1st August 1993.

€ 80,00



www.classiccarauktionyearbook.com