



Volume 2/ Issue 1

The sun is shining, literally and figuratively

Sure, it's finally spring, thank God, but the sun is also shining brightly on the collector car hobby.

Stunning weather at Scottsdale, AZ, and Amelia Island, FL, made for terrific attendance. Gooding & Company reported an increase in registrations for both events compared to 2010, and they also bettered their auction sales totals. Like last year, the best of the best almost always found a buyer.

The honoree at this year's Mercedes-Benz Gala Dinner at Amelia was Indy 500 winner Bobby Rahal. Many other racing legends were there, including Sir Stirling Moss, Dan Gurney, Sam Posey, Brian Redman and Janet Guthrie. What a thrill.

I had the pleasure of meeting buyers and sellers in the Gooding tents. One gentleman sold his immaculate 1949 Jaguar XK 120, which had been painstakingly and correctly restored during nearly 30 years of ownership. This was his only classic car, and I sensed that letting it go was not unlike sending that oldest child off to college.

When asked if he was through with the hobby, he smiled and said, "No, I think it's just finally time to track down another one."

If you'd like to share your own story with us, please feel free to contact me directly. In the meantime, get out there and drive. I'll see you on the show field.

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COLLECTOR CAR INSIDER

Becoming a Smarter Collector

New smartphone app is like having an encyclopedia at your fingertips

by Keith Martin

Once again, everyone was a winner at Amelia Island. Gooding's sales increased by \$1.8m to \$17.9m, RM was up \$5.1m to \$24.3m, and the overall totals increased by \$6.9m to \$42.2m, a 20% gain.

Those of us from colder climes basked in the warm weather, and once again we forget to slather ourselves in sunscreen on concours day (who needs sunscreen in our home state of Oregon in March?)—and had the resultant pink ears and foreheads to show for it.

But there was something slightly different going on in the audience at both auctions. Potential bidders were tapping their iPads, pulling up VIN numbers of cars crossing the block, and comparing the cars offered with other like vehicles.

They were making use of a revolutionary new free iPad / iPhone / Android application, the Chubb Classic Car Guide (a BlackBerry version is coming). Developed using the deep database resources of Sports Car Market, the Collector Car Guide reaches into two decades of auction data, including photos, prices, first-hand descriptions and VINs.

For instance, at Gooding Amelia, a Chubb client was interested in a 300SL that he had seen sell at the 2007 Barrett-Jackson Scottsdale auction. When the bidding stalled in the mid-\$500k range, he jumped in and was pleased to own the car for \$561,000. A Chubb representative looked up the car by VIN in the Classic Car Guide, and verified for the new owner that the car had sold for \$71,500 MORE in 2007, reinforcing the fact that he had gotten a very good deal indeed.

Have I mentioned yet that this app is free?



Photos: Chad Tyson, Sports Car Market



In addition to the database of past sales, the app also has the ability to search for current collector cars for sale, with listings drawn from eBay Motors and Craigslist. For example, if you're watching a 1967 427/435 Corvette Sting Ray being sold at auction, you can quickly see what other similar vehicles are for sale—and what they have sold for. Essentially, it brings the most powerful pricing and research tool in the collector car industry to your smartphone or your iPad.

It's free, have I said that yet?

Another bonus—when you look up a car, say a Ferrari 275 GTS, in addition to the pricing, sold cars, database and cars for sale information, you'll find links to all of the articles about this specific model that have appeared in Sports Car Market over the past decade. It's like having all the SCM experts sitting next to you—and giving you their well-researched advice—as you decide how much you want to pay for the Ferrari.

Visit the iTunes store today, search for Chubb Classic Car Guide, and download it. By the way, it's free. **■**

The Goods

by David Gooding



In the last issue, I talked about barn-find automobiles and the marvelous 1948 Tucker we had in our 2011 Scottsdale auction. Illustrating the increased demand for rare, unrestored motorcars, the Tucker drew a great deal of attention. Expanding on the topic of unrestored automobiles, cars that qualify for "preservation class" competition are also attracting interest in the classic car market.

Although the definition of a preservation car is not absolute, we describe it as a car that carries an impressive provenance, is in near factory-delivered condition, never extensively restored but reflecting a history of careful ownership. In contrast with most barn finds, a preservation car is likely to be complete and functional, with no substantial modifications. In the case of race cars, there is some leniency in evaluating a preservation car because of track damage—which adds to the appeal of these examples, as so few race cars survive an active life.

We brought extraordinary preservation-quality road cars to recent auctions. At Scottsdale, we presented a low-mileage 1962 Mercedes-Benz 300SL roadster that benefited from spending most of its life stored with one family—and brought a healthy \$951,500; a barn-find 1964 Shelby 289 Cobra with a marvelous race history that sold for \$610,500; and a low-mileage, museum-quality 1953 Fiat 8V Supersonic that sold for \$1,705,000.

At our March auction in Amelia Island, FL, we presented an exceptional Caribbean Pearl over blue interior 1961 Aston Martin DB4 Series IV with original tools, jack and owner's manual, as well as an extraordinary 1955 Bentley R-Type Continental fastback, which was ready for a sympathetic restoration. Both became high sales for their categories, selling at \$440,000 and \$770,000 respectively. These market-leading auction sales reflect our belief that appreciation for originality is increasing. ■



Top Ten Sales of Amelia Island

Amelia Island is the Pebble Beach of the East Coast, and with two high-end auctions taking place alongside the Amelia Island Concours, record-breaking prices have become the norm. Here are the ten cars that topped this year's sales:

1 \$4,290,000—1952 Ferrari 340 Mexico coupe

Lot 153, RM Auctions, Amelia Island, FL, 3/12/11
One of three Mexico coupes. Excellent history



2 \$1,870,000—1951 Ferrari 212 Export cabriolet

Lot 29, Gooding & Company, Amelia Island, FL, 3/11/11
Matching numbers, original Vignale body



3 \$1,705,000—1971 Lamborghini Miura SV Prototype coupe

Lot 34, Gooding & Company, Amelia Island, FL, 3/11/11
The very first SV, with Pebble Beach provenance



4 \$1,320,000—1973 Ferrari 365 GTS/4 Daytona Spyder

Lot 56, Gooding & Company, Amelia Island, FL, 3/11/11
The ultimate Daytona with the right docs and extras



Photo: Shooter.biz ©2011 Courtesy of RM Auctions



5 \$1,155,000—1967 Ferrari 275 GTB/4 coupe

Lot 76, Gooding & Company, Amelia Island, FL, 3/11/11
Superb condition, mechanically new



6 \$990,000—1930 Alfa Romeo 6C 1750 GS Spider

Lot 165, RM Auctions, Amelia Island, FL, 3/12/11
The ultimate vintage sports racer. Welcome anywhere



7 \$979,000—1933 Duesenberg Model J Torpedo Victoria

Lot 149, RM Auctions, Amelia Island, FL, 3/12/11
Hopalong Cassidy's Duesie, one-off Gordon Buehrig design



8 \$962,500—1930 Duesenberg Model J convertible

Lot 144, RM Auctions, Amelia Island, FL, 3/12/11
Sought-after Murphy roadster, original body, engine, and chassis



9 \$935,000—1968 Ferrari 275 GTB/4 coupe

Lot 166, RM Auctions, Amelia Island, FL, 3/12/11
Iconic Ferrari performance and styling, market price



10 \$770,000—1955 Bentley R Type Continental fastback

Lot 64, Gooding & Company, Amelia Island, FL, 3/11/11
A well-preserved original with great documentation

Best Buys

Best buys aren't always cheap buys, but they are always smart buys



American

1965 Chevrolet Corvette 327/365 convertible —\$59,400

Lot 7, Gooding & Company, Amelia Island, FL, 3/12/11

Great colors and options in a driver-quality Corvette for reasonable money



German

1971 Mercedes-Benz 280SE 3.5 cabriolet —\$121,000

Lot 199, RM Auctions, Amelia Island, FL, 3/11/11
Just 9k original miles, and \$40k under the current market



Etceterini

1953 Siata 208 CS Berlinetta—\$605,000

Lot 41, Gooding & Company, Amelia Island, FL, 3/12/11

An under-estimate price paid for a rare and advanced period sports car



English

1956 Austin-Healey 100M Le Mans roadster —\$143,000

Lot 189, RM Auctions, Amelia Island, FL, 3/11/11

One of 165 factory-built Ms with a high-quality frame-off restoration



Ferrari

1964 Ferrari 250 GT/Lusso coupe—\$632,500

Lot 23, Gooding & Company, Amelia Island, FL, 3/12/11

Ferrari Classiche certified matching-numbers example of the ever-desirable Lusso



Race

1968 Lola T70 Mk III GT coupe—\$165,000

Lot 137, RM Auctions, Amelia Island, FL, 3/11/11

Completely restored and ready for historic racing

A Fiat or a Ferrari?

There is no difference between the engines that went into Fiat Dinos and those in Ferrari 206 and 246 Dinos

by SCM Staff



1971 Fiat Dino Spider

The foibles of “production” car racing and homologation rules have given rise to some rather interesting machinery over the years. Nutty Plymouth Superbirds and road-going Ford GT40s are at one end of the spectrum, and Ferrari’s first V6 engine is at the other.

Alfredo “Dino” Ferrari envisioned the V6 as an ideal Formula 2 engine before his untimely death in 1956. But the engine didn’t come to fruition until nearly a decade later. By then, there was simply no way that Ferrari could build a sufficient number of Dino 206 GTs to successfully homologate the engine for racing.

Il Commendatore then turned to Fiat to find another outlet for the brilliant 2-liter, DOHC V6 engine.

As it happened, Fiat was looking for a flagship GT to replace the 2300, and the Ferrari-designed V6 was ideal in terms of power output and cachet for the new Fiat Dino.



Fiat Dino Coupe

Two body designers

Like Alfa Romeo had done a decade before with the Giulietta, Fiat employed Bertone and Pininfarina to design entirely different coupe and spider bodies. While both were attractive, the Fiat Dino coupe looked much like a number of small coupes then on the market, including cars as diverse as Opel and Glas.

On the other hand, the Fiat Dino spider was quite striking, with the same round taillights and highly arched fenders as the 206/246 Dino. Of the two, it was far more Ferrari-like (arguably even more so than the 275 GTS).

The original 2-liter Fiat Dinos had about 160 horsepower and a rather basic rear suspension consisting of a live rear axle and leaf springs. Later 2.4-liter cars put out over 170 horsepower and had more sophisticated independent rear suspensions. In a first for Ferrari, Fiat built the engines in Turin rather than in Ferrari’s Maranello plant.

Contrary to rumor, there were no differences between the engines that went into Fiat Dinos and the engines supplied to Ferrari for 206 and 246 Dinos.

The view from behind the wheel of the spider was not unlike an upmarket Fiat 124 spider, with lovely wood trim and plenty of black-rimmed Veglia gauges. The coupe added even more wood and a whopping seven-gauge instrument panel in comparison to the spider’s six gauges.

Beware of rust monsters

Of the pair, the spider was decidedly more sporting, owing to its lighter weight. The coupe was more rigid and made a nicer tourer. And although less agile, the coupe’s handling was certainly benign, and it even understeered a bit near the limit. Even the 2-liter cars with a live rear axle rode pleasantly.

The seats were comfortable, but the driving position was typical Italian, with the steering wheel raked towards the dash, which encourages an arms-out posture. The 2.4-liter spider was the best performer, as it is capable of 0-60 mph runs below 8 seconds. The mechanical noises are sublime.

Like any Italian car of this vintage, the Dino was rust-prone in the extreme, with fenders, door bottoms and jacking points of particular concern. Body panels and trim bits for the coupe or spider are nearly extinct, so purchasing any car missing pieces or in need of significant rust repair is sheer folly.

Similarly, while the car carries Fiat badging, service and repair to the drivetrain carries a Ferrari price tag. Accordingly, it’s best to steer clear of cars with uneven compression, smoking or low oil pressure. Worn synchros or noise from the ZF 5-speed are signals of an expensive rebuild.

Not rare, but still special

By Ferrari standards, the Fiat Dino is anything but rare. Total production was 7,803 cars, with 26% spiders and 74% coupes. Overall, only 36% were 2.4-liter cars. The survival rate of the spider must surely be greater, as one rarely sees coupes.

In terms of ultimate collectability, the 2.4-liter spider seems to be well in front. Unlike the 2-liter cars, the 2.4s were assembled in Maranello at the same time as the 246 Dino. Thus, those who argue that it’s as much a Ferrari as the 246 GTS would seem to be correct. Nevertheless, it’s the Fiat badge that holds the car back. This is odd, as it certainly doesn’t bother collectors interested in a Fiat 8V.

Eventually, the car may be accepted for what it is, and owners will cease putting Ferrari badges and Scuderia shields on the fenders and realize what special cars these are in their own right. ■

Client Profile

Rich Rose

by Tom Franklin

Rich Rose remembers the very first moment he took an interest in cars. He was 5 years old, and his next-door neighbor had just purchased a 1952 MG TD roadster. This was a close-knit community, and the neighbor gave everyone on the block a ride. Once the wind hit Rich’s hair, he was hooked.

Rich bought his first car in 1976—a 1959 Mercedes 300d sedan, which he found in the classified section of the New York Times. By this time Rich had already started a love affair with Mercedes vehicles, as his parents had owned a 1958 220S and a 1963 220SE. His real passion developed at the age of 16, however when he first set eyes on a Mercedes 300SL roadster—an ivory car with brown interior owned by someone in the neighborhood. He said to himself, “One day I’ll own one just like it!”

In 1980 he befriended a neighbor, who was a member of Gull Wing Group International, a club devoted to the celebration and preservation of the 300SL. After spotting an ad in the newspaper for a 1963 300SL roadster, he asked this neighbor to go and look at the car with him—and he ended up buying it from the seller, who was a German engineer. The car was just what he wanted, with an alloy engine and disc brakes. Rich immediately joined Gull Wing Group International, and in methodical fashion, began to restore the car to look just like the one that made such an impression on him at 16.

Since then Rich’s collection of Mercedes cars has grown to include several others, including a rare 1959 300d cabriolet and a 1969 600 limousine. He has also passed his interest in the 300SL down to his son, and together they collected over 1,000 toy and promotional models of the car over the years.



Rich Rose's 1963 Mercedes-Benz 300SL Roadster

When asked what he loves so much about the collector car hobby, Rich actually gives two answers:

“First and foremost it’s the friendships I’ve made, which I value so much,” Rich says. Rich has served on the board of Gull Wing Group International for five years now, and has been an active member for over 30 years. He has regularly volunteered his time assisting the organization in various capacities and is currently producing a video to commemorate the 50th anniversary of the group.

“What I also love about the hobby is that it’s something you can do for your whole life,” Rich says. “With golf or tennis it’s one injury and you’re done.”

Chubb Personal Insurance is proud to know Rich Rose—as both a client and a friend. ■

Featured Museum



Auburn Cord Duesenberg Automobile Museum 1600 South Wayne Street, Auburn, IN 46706

The building that houses the Auburn Cord Duesenberg Museum is an Art Deco masterpiece and the perfect complement to the stunning collection of classic cars within its walls. Not only is the structure a National Historic Landmark, but Executive Vice President and Curator Matt Short proudly points out that the museum is also one of only two automobile museums in the U.S. to enjoy accreditation by the American Association of Museums.

Originally opened in 1974, the museum was founded by a local, grassroots non-profit organization known as Auburn Automotive Heritage, Inc., whose mission was to preserve the auto history of Auburn, IN. The focus on this historical context makes the museum very special. In addition to its significance as an iconic Art Deco structure, the building is also the former headquarters of the Auburn Automobile Company, which designed, marketed and engineered 11 different auto makes (including the Auburn, Cord and Duesenberg brands) until the company’s bankruptcy during the Great Depression.

The museum’s historical context extends to the auto displays, which are in time-capsule galleries. The largest focus is on cars from the classic era of the 1920s, ‘30s and ‘40s. This is the most extensive collection of Auburn, Cord and rare Duesenberg automobiles in the world, but it also includes select

Cadillac, Packard, Pierce-Arrow and Lincoln examples. The 1950s and ‘60s gallery includes such icons as the Mercedes-Benz 300SL Gullwing and Shelby Cobra. The museum displays approximately 120 cars at any given time—and related artifacts.

The museum also commemorates the special history of the Auburn, Cord and Duesenberg makes. While they are among the most beautiful automobiles ever made, these cars were also technologically advanced for their time. For example, the Cord 810 and 812 models from the mid-1930s were the first to include such modern features as front wheel drive, unibody construction, retractable headlights and a front-opening hood. And the breathtaking Duesenberg Model J of the late 1920s is famous for being the fastest production American car prior to World War II, able to compete with Europe’s very best.

With something to offer automobile history buffs, Art Deco aficionados and car enthusiasts alike, the Auburn Cord Duesenberg Automobile Museum is a must-see and is one of the nation’s great auto museums.

Open 9 am to 5 pm every day, except major holidays. Admission is \$10 for adults and \$6 for children. Group rates are available. For more information, call 260-925-1444, or visit www.acdmuseum.org.—Tom Franklin, Chubb Personal Insurance. ■



Market Analysis: 1953 Fiat 8V Ghia Supersonic

This car is a stunning styling statement, a jet-age objet d'art very much of its time that has also proven timeless

by Donald Osborne

Chassis number: 106000035

Engine number: 10400000058

One of Ghia's most famous designs, the Supersonic was not merely a brilliant fashion statement; it was, in many ways, the result of economic necessity. The two-seat sports car featured stylized, streamlined forms, subtle tail fins, a delicate use of brightwork and a taut, swept-back roofline.

During the fall of 1953, Luigi Serge traveled to Detroit to meet with Chrysler executives, including stylist Virgil Exner. Also present at the meeting was a gentleman by the name of Paul Farago, a designer and engineer who was very much involved in Chrysler's styling department and later, in the development of the Dual-Ghia cars. With full support from Exner, Paul Farago placed the first order for a Ghia-bodied Fiat 8V Supersonic.

It is his car that we have the great honor of presenting here today. During the early 1950s, Paul Lazaros worked for Paul Farago as an engineer and machinist. With a background in automobiles and a keen eye for design, it is understandable that he would be attracted to the bespoke Italian sports car. In 1955, after admiring the car for some time, Lazaros struck a deal with Farago and purchased the car.

It is safe to say the Supersonic has led an unusually protected and secluded life during the past 55 years in Mr. Lazaros' care. At the time of cataloging, the odometer displayed a mere 26,700 kilometers, just under 17,000 miles. This astonishing figure is corroborated by the car's highly original condition, minimal use and airtight provenance. The paint appears to be 80% original and possesses a lovely uniform appearance, showing only the wonderful visual traces that come with decades of continuous use and interaction with its long-term caretaker.

The Supersonic is, quite literally, original down to the wheels and tires. The Borrani knockoffs still wear the factory-installed Pirelli Cinturato tires, and the unique polished wheel discs are the only set that is known to have survived intact. The car's interior is as complete and original as the exterior and remains in fine order throughout. The leather upholstery wears its age beautifully and has a wonderfully inviting feel. In addition, the carpets, headliner, rubber and hardware have a consistent patina.

Almost every component of the car, from the Securit glass to the Marchal lamps, was fitted at the factory and remains undisturbed. The engine bay is largely untouched and is consistent with the low mileage. The engine is the original, matching-numbers unit and is topped with twin Weber DCZ3 carburetors as well as a unique air-intake system.

Elsewhere, one finds the factory-delivered data plates, Marelli equipment, original fasteners and correct factory finishes. As would be expected of such a well-kept automobile, all the important accessories are present, including the original key and spare tire, as well as the tool kit and jack stowed in the factory-delivered canvas pouches. After spending time in the presence of this car, it is hard not to be captivated by its extraordinary appearance, magnificent patina and impeccable history. Each and every detail exudes character and speaks to the single-minded dedication that has helped to preserve this car in its remarkable state. When Paul Lazaros recalls the moment when he first set eyes on the Supersonic, he describes the feeling as

"love at first sight." For collectors with a deep appreciation for extraordinary automobiles and the history behind them, it must be difficult not to feel the same way about this one-of-a-kind car.

SOLD! This car, Lot 157, sold for \$1,705,000, including buyer's premium, at the Gooding & Company Scottsdale, AZ, auction on January 23, 2011.

I will begin with a conclusion and work my way back. This world-record sale of a Fiat 8V, the third-highest sale of all the cars during the January 2011 Arizona auctions, may have been a surprise to some but not to me. I became acquainted with this car in late November 2009, and from the moment I saw it in December of that year, I knew it was something extraordinary. As my friends from the U.K. might say, this one "ticked all the boxes."

Design? The Supersonic is a stunning styling statement, a jet-age objet d'art very much of its time but which has also proven timeless. Performance? The Zagato versions of the 8V proved the model's competition chops, and, even with the heavier Ghia body, the Supersonic was no slouch.

Provenance, condition and originality? Here's where this car begins to really shine. How about two registered owners from new? The allure of the "barn find"—not to mention its far-sexier sister, the "preserved time capsule"—has never been stronger. We have here, in its shiny original paint, a 1953 high-performance car still wearing its first set of tires, with supple leather seats, still having its original canvas tool roll and still taking shelter under the hand-sewn cover placed over it for its voyage to America in 1953.

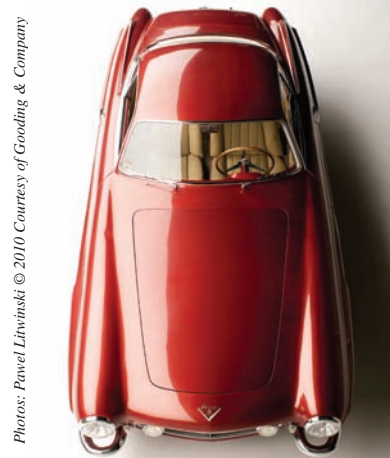
Shock and awe

There's no question, it was hard to imagine that this Fiat wouldn't spark excitement. But how much was the mystery. Back in 2009, I received a call from Xavier Maignan of the American Concours Foundation, telling me that the Foundation had a car for sale which was "...right up your alley." He said the car was a Fiat 8V with Supersonic coachwork, and it was an unbelievably preserved example. I, of course, asked, "Do you mean 'preserved' or 'barn find'? There's a big difference!" I was assured it was the former and photos were sent. What I saw seemed unbelievable.

I flew to Detroit from Connecticut on a day so stormy that it took nearly six hours to get from Connecticut to Michigan, all the while thinking, "I hope this is worth it...." It's truly difficult to put down in words what I felt when I saw the Supersonic sitting in a nondescript suburban two-car attached garage. I had never before experienced, nor do I expect to again soon, the particular combination of wonder and incredulity of that moment. Shock and awe indeed, of a kind unimaginable by generals.

A 55-year love affair

At first the owner, Mr. Lazaros, was a bit wary, but gradually warmed to me as he began to feel my true enthusiasm for both the 8V in general and his car specifically. Much in the manner of a master gemologist presenting an extraordinary diamond, he took me on a tour around the car, pointing out each feature, explaining the source of every mark and paint fade and reliving



Photos: Pawel Litwinski © 2010 Courtesy of Gooding & Company



the time when he first saw the car and the intense pleasure he felt when he was able to buy it 54 years before.

I spent the next two months attempting to match the car with people I knew, to no avail—for a variety of reasons, among them the car's status as a non-runner since 1978 and a substantial asking price, but in the end, mainly because Mr. Lazaros was not yet ready to part with his treasure.

In July of 2010, when I arrived to fulfill my commitment as a judge at the Concours of America at Meadow Brook, I came out of the Dodge mansion and found myself in the presence of three old friends—the 8V, now dusted and gleaming in the dappled sunlight, and Paul Lazaros and his lovely wife standing beside it. We chatted for a few minutes, during which time he confirmed that he really "...didn't want to sell the car, and it was great to give it some attention and take it out."

As the car was still not running, I presumed he would have the Fiat for the rest of his life.

The next thing I heard about the Supersonic was when I was told by a representative of Gooding & Company a few months later that it was cataloged for sale in Scottsdale. With the car now running for the first time since Jimmy Carter was in the White House, everyone with whom I spoke was confident it would sell—but identifying the right number seemed to be difficult.

In the end, the \$1.55m hammer price—\$150k above high estimate—was a result consistent with the car's appeal to a number of hot segments of the current market, custom coachwork of the 1950s, and of course, preservation.

A Supersonic market impact?

As a contrast, it will be interesting to observe what the next restored 8V Supersonic will bring at auction; the last seen was chassis 39, which was sold in Geneva, Switzerland, at the SportsCar Auction in October 7, 2006,

The Allure of the Automobile

by Keith Martin

This summer, the Portland Art Museum is hosting a world-class exhibition of world-class automobiles, The Allure of the Automobile. It will run from June 11 through September 11. Chubb and Sports Car Market are playing a significant part in helping this exhibition come to fruition, and we hope you take advantage of this opportunity to see these extraordinary motorcars.

Allure

Selected by the Washington Post as one of the ten best exhibitions in the U.S. for 2010 after its successful run at the High Museum of Art in Atlanta, the exhibit is of 16 extraordinary vehicles, including a 1937 Mercedes-Benz 540K Special Roadster, a 1937 Bugatti Type 57S Atalante, a Porsche 550 Prototype, a 1958 Corvette Sting Ray Prototype, a 1961 Ferrari 250 GT Competition SWB and more. The complete list, with photos and owners, can be found at www.portlandartmuseum.org.

While many of these cars may be familiar to Chubb clients, seeing them in one place—and thoughtfully displayed—in art galleries, in a respected cultural institution like the Portland Art Museum will allow collectors to view them in a new light. Further, it will give you a chance to bring your friends—who might not have had the chance to go to Pebble Beach or Amelia Island, where these cars might normally be seen—to learn something about the significant role these cars have played in automotive history.

Automotive writer and historian Ken Gross is the curator of this event, and with his unmatched knowledge of the car community, as well as his consummate good taste, you can imagine just how powerful this exhibit will be.

and profiled in the March 2007 issue of SCM. It brought \$452,800—equal to what the more common, popular and competitively successful Zagato-bodied Fiat 8Vs were then commanding.

At the time, some viewed it as slightly unusual that the "decorative" Supersonic would bring the price of a "useable" Zagato. No one has ever denied the eye appeal of the Supersonic body, whether as an Alfa, Aston Martin, Jaguar, Fiat or even a Cobra.

This Fiat, while shown in static special display at Meadow Brook last summer, is obviously welcome at any concours on the planet and would be one of the most compelling preservation-class entries imaginable. It is not completely original—some minor touch-up has been done to areas of paint scratched, nicked and dinged during its long storage, several finishes in the engine compartment have been renewed and it rolls on only three of the original four tires.

It is, however, a supreme example of what the Italians call *conservato*—literally, "conserved," but that word doesn't fully express the Italian, which instead means a vehicle which has led its life and been carefully and appropriately used and cared for. While Mr. Lazaros certainly didn't use his Supersonic very much, it's absolutely clear he cared for it.

I would dare say that even at \$1.7m, it might be considered well bought, as there's no way it could be duplicated and none of the unrestored 8V Supersonic cars that still exist have this measure of preserved originality. I hope that the new guardian of this car gives it the same level of protection as would be appropriate for any irreplaceable work of art, and most importantly, shares the 8V with the world so everyone can experience what Paul Lazaros and I both felt on first setting eyes on it. ■

(Vehicle description courtesy of Gooding & Company.)



1930 Bentley Speed Six Gurney Nutting coupe at the Portland Art Museum this summer

Cars in the Park and Jay Leno

The Portland Art Museum has added a new component to the exhibit: Cars in the Park. For twelve Saturdays, the street in front of the Portland Art Museum will be closed, and 100 carefully chosen collector cars will be on display. There is a focus to each Saturday, including Italian cars (with some important Ferraris coming from Seattle and collections in Portland), German cars, English cars, Muscle Cars and more.

Marque specialists have helped choose the cars, and the display will be a fitting visual prelude to the exhibit inside.

As you can imagine, there will be an ongoing series of galas, seminars, guided tours and panel discussions; Jay Leno is coming up for an evening.

Some cars are art, and having art cars in the Portland Art Museum is a one-time opportunity to celebrate some of the finest contributions that the automobile has made to our culture. Mark your calendars, and we look forward to seeing you there. ■

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Spring has officially sprung and if you haven't already taken your baby out for a spin, no doubt you'll do it soon. Are you sure your insurance protection is adequate? Call your agent or Chubb at 1 (866) CAR-9648 to review your current coverage.

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COLLECTOR CAR INSIDER

Upcoming Events

DRIVE your car, or watch others drive theirs
 LOOK at autos on display or competing in concours

BUY the car of your dreams at auction
 CHUBB will be present at event

APRIL

7-9		Barrett-Jackson	Palm Beach, FL
9-13		Copperstate 1000	Arizona
24-28		California Mille	California
27-May 1		Spring Carlisle Swap Meet	Carlisle, PA
30-May 1		Keels and Wheels Concours	Seabrook, TX

MAY

1		Greystone Concours	Beverly Hills, CA
1		Spring Carlisle Swap Meet	Carlisle, PA
11-15		Mille Miglia	Italy
12-15		Auburn Swap Meet	Auburn, IN
12-15		Auctions America Auburn	Auburn, IN
14		Quail Motorcycle Gathering	Carmel, CA
15		Marin Sonoma Concours	San Rafael, CA
17-22		Dana Mecum's Spring Classic	Indianapolis, IN
20		Bonhams Monaco	Monaco
20-22		Villa d'Este Concorso	Cernobbio, Italy
21		RM Auctions Villa d'Este	Cernobbio, Italy
21		Bonhams Aston Martin and Lagonda Works	Newport Pagnell, U.K.

21		Bonhams Don and Lynette Short Collection	Port Townsend, WA
22		Concorso Ferrari	Pasadena, CA
22-27		New England 1000	New Paltz, NY
29		Indianapolis 500	Indianapolis, IN

JUNE

4-5		Sonoma Historic Motorsports Festival	Sonoma, CA
4-5		Greenwich Concours	Greenwich, CT
11		Allure of the Automobile Opens	Portland, OR
11-12		The Elegance at Hershey	Hershey, PA
11-12		Classy Chassis	Houston, TX
13-17		MG All-Register Meet	Reno, NV
17-19		Rose Cup Races	Portland, OR
23		RM Auctions Salon Privé	London, U.K.
23-26		Bloomington Gold	St. Charles, IL
24-26		Barrett-Jackson Auction	Orange County, CA
24-26		Dana Point Concours	Dana Point, CA
24-27		Le Belle Macchine d'Italia	Pocono, PA