



Have We Rounded the Corner?

During the 2011 auction season, we saw some record sale prices, and I've been asked repeatedly if this is an indication that we're finally on our way out of the economic doldrums. Many collector car analysts I've spoken to point out that the entire hobby is not necessarily thriving. The right models with the right provenance are bringing record prices, but this rising tide is not necessarily raising all boats. Knowing what to purchase at any given time remains critical.

That said, consumer confidence is back to about two-thirds of what it was before the onset of the "Great Recession" and appears to be inching ever higher. Provided our friends in Europe can keep the union together, we in the states might begin to see the light at the end of the tunnel. Our economy is largely driven by consumer spending, and with holiday sales as strong as they were, the signs are certainly positive.

To me, the lesson remains the same. If you're looking for that next collector car, do your homework. Check current values with our free Classic Car Guide app so you'll know what to pay, and do what you can to make sure that the car you're in love with is the right car with the right history, right now.

And then drive the sucker.

Keep 'em running folks. I look forward to seeing many of you in Scottsdale. A ton of cars will be crossing the block, and I'm eager to see how this busy week sets the tone for 2012.

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COLLECTOR CAR INSIDER

Bring Sunscreen and Parkas

Thousands of collectors will travel thousands of miles to Arizona to find the right car at the right price

by Keith Martin

The collector car world always goes into a brief slumber after Monterey. Like a bear that has just gorged itself on salmon, buyers and sellers fell into automotive hibernation after devouring more than 900 cars and spending nearly \$200m in August 2011.

But as January approaches, the old car world begins to stir. Unlike Monterey, where there are concours, rallies and vintage races to complicate the week, in Arizona it's all auctions — all the time. In just one week, there will be seven auctions, with more than 2,000 cars crossing the block.

Last year, 2,221 cars sold for \$159.6m in Arizona. This year, venerable auction house Bonhams is joining the fray, and the other auction companies have, of course, upped their games as well. I predict we will see a sales total of at least \$180m.

The Prep

How do you get ready for Scottsdale? Think of yourself as going on a desert expedition. For those of us coming from cold-weather climates, the hot sun of the Southwest is a welcome change — as long as it doesn't decide to rain!

In the 25 years I've been going to Scottsdale, I've seen everything from 100-degree days, to 32-degree nights, to unending days of monsoon-like precipitation.

So when I'm putting together my Arizona Survival Kit each year, here's what I'm sure to include: First, comfortable, well-constructed walking shoes. You're going to cover a lot of ground, especially at mega-event Barrett-Jackson.

Sunscreen, dark glasses and a hat. Since Oregonians develop a pasty complexion in the dead of winter, we just as easily turn crispy red at the slightest hint of sunshine.

As sweltering as it can be during the day, once the sun dips below the horizon the temperature plummets. So bring a warm jacket and gloves for the night — you won't be sorry.

A small folding umbrella is a good idea, along with an inexpensive poncho that folds up into itself — like one you might carry on a bicycle trip.

The Cars

There are six auction companies having events during the week of January 16–22. They are Barrett-Jackson, Bonhams, Silver, Gooding & Company, Russo and Steele, and RM. You'll find a schedule of events in this newsletter. If it's a multi-million dollar car you're after, I'm afraid I don't have secrets that will let you get it for half-price.

But for less-expensive cars, I suggest getting to auctions early, just as the first cars cross the block. In many cases, there are few bidders in the room, and the early bird might just get the vintage four-wheeled worm.

In Monterey, the mood was upbeat; everyone with a bidder's paddle looked like they still had a job or at least a big pile of car-specific money they were waiting to spend. The recession was something other people were experiencing.

This will continue in Arizona. Thousands of collectors will travel thousands of miles with one thing in mind — finding the right car at the right price. So come prepared, and don't let yourself turn into a crispy critter in the day, a popsicle at night or an amphibian in the rain. Just focus on locating, inspecting, bidding and buying the car of your dreams. ☐



1959 Mercedes-Benz 300SL Roadster, offered by Gooding & Company

The Goods

by David Gooding



The annual Scottsdale Auction Week in January truly ignites a new year of car collecting — and sets the tone for the next 12 months. I invite you to join us at our world-class auction January 20-21 at the Scottsdale Fashion Square for an exciting presentation of exceptional collector cars.

This year, we are honored to have been chosen to present the Thomas A. Moretti Estate Collection of classic Packard Twelves. The centerpiece of the six-car collection is an extremely rare, 100-point 1932 Packard Twin Six Coupe Roadster, formerly owned by Hollywood legend Clark Gable. This car is one of only a few 905 convertible coupes known to survive. Never before have such extraordinary and well-restored, award-winning Packard Twelves existed together in one estate and been offered to the public.

Thomas Moretti was an admired Packard Twelve collector, respected by professional restorers and fellow collectors for his encyclopedic knowledge and sensational, award-winning restorations. He personally undertook and completed the ground-up restorations on five of his Packard Twelves, all of which won First in Class at Pebble Beach — a tremendous feat many professional restorers envy.

Tom was a rare combination of passionate collector and meticulous restorer, and I've always been in awe of his painstaking quest for excellence.

We will offer a wide variety of other American and European pre- and post-war consignments, including more than 60 cars that will be sold without reserve. If you are not able to join us in Scottsdale this January, you may still participate by viewing our auction online via Gooding & Company's live webcast (www.goodingco.com) and registering to absentee bid with the help of one of our specialists. Please call us and let us know how we can best serve you.

Sending you our very best for the new year. ☐



Ten Cars to Watch at the Arizona Auctions



1 1955 Mercedes-Benz 300SL alloy Gullwing
Gooding & Company, Scottsdale
Matching-numbers and never raced. One of 29 alloy Gullwings built.



3 1957 Ferrari 410 Superamerica
RM Auctions, Phoenix
The only Scaglietti-bodied 410 Superamerica. Pebble Beach award winner.



4 1932 Packard Twin Six 905 Coupe Roadster
Gooding & Company, Scottsdale
From the estate of Thomas A. Moretti. Originally owned by Clark Gable.



5 1937 Mercedes-Benz 540K Cabriolet C
Bonhams, Scottsdale
Originally owned by Viscount de Salcedo Rios. Under same ownership since 1968.



6 1965 Shelby Cobra 427 Street prototype
Russo and Steele, Scottsdale
Test vehicle to gauge customer interest in 427 models. Celebrity ownership history.



2 1947 Bentley Mark VI Cabriolet by Franay
Barrett-Jackson, Scottsdale
The most expensive postwar Bentley/Rolls-Royce ever built. More than 50 show wins and honors.



7 1948 Tucker Torpedo
Barrett-Jackson, Scottsdale
One of 51 Tuckers built. Restored.



8 1959 BMW 507 Roadster
RM Auctions, Phoenix
Fully restored.



9 1968 Chevrolet Corvette L88 convertible
Russo and Steele, Scottsdale
One of 80 1968 L88s. Authenticating, original documentation and factory hard top included.



10 1974 Rolls-Royce Silver Shadow
Bonhams, Scottsdale
Originally owned by Andy Warhol

The annual Scottsdale auctions are known for attracting the best of the best each January. Here are ten cars to watch in 2012:

by Chad Tyson

Featured Museum



LeMay — America's Car Museum

2702 East D St., Tacoma, WA 98421
www.lemaymuseum.org

The collector car world is eagerly awaiting the opening of the new LeMay - America's Car Museum. At the time of its opening, the structure will be one of the largest auto museums in the world. The facility will house up to 500 cars, trucks and motorcycles from private owners, corporations and the LeMay collection, which amassed a Guinness Book record of more than 3,500 vehicles in the '90s.

More than just a simple display space for cars, the ACM is designed to preserve history and celebrate the world's automotive culture. ACM's stated vision includes becoming a gathering space where enthusiasts can celebrate their love affair with the automobile, creating social networks for serious collectors and educational entities, as well as developing an education center to promote automotive history, restoration and preservation.

The museum itself will measure 165,000 square feet but will also include a 3.5-acre show field, 15 galleries, a meeting space, a café/restaurant and a banquet hall. As for the collection, it will span decades: from a 1916 Pierce-Arrow Brougham, to a 1941 Indian 4, to a 1994 Flintmobile George Barris Kustom, including European and American marques alike.

The ACM will not focus solely on the past, but will also portray present achievements and examine future directions in the transportation industry, including design, technology and products. As ACM CEO David Madiera explains, "We're going to showcase more than a century of automotive lifestyle and history as well as the future of transportation."

If you're looking for a trip this summer that will feed your passion for the automobile, consider a visit to the LeMay - America's Car Museum. Located adjacent to the Tacoma Dome off of Interstate 5, the facility is convenient for travelers to the great Northwest and is designed to attract young and old alike. It is expected to open in June 2012. — Tom Franklin, Chubb Personal Insurance. ☐

Client Profile – Special Feature

My Morgan Adventure

by Richard Flasck

It was love at first sight when I finally found my vintage Morgan Plus 4 Bustle Back. In the past, I have owned an MG TD and several Jaguar XKEs. I had always been enamored with the classic Morgan Plus 4, but it has always been elusive.

Thanks to a chance meeting with Tim Kozlowski, owner of Koz's Classics in Ottawa Lake, MI, I was shown pictures of a 1957 Morgan found in a garage in Parma, OH. It was in the estate of Jan Van Duzer, who died April 27, 2010, while in the midst of restoring his deceased father's Morgan. His father, William, had purchased the car from Car France of Cleveland in 1961 for \$1,223. The car was black with black leather.

The car was mechanically good but needed some restoration. In the 1980s, William Van Duzer had done some restoration and painted the car British Racing Green. Jan had just recently installed new tan hides.

There was no doubt in my mind — I had to have this diamond in the rough. I knew that Tim was the perfect person to resurrect this car, as he had already restored other Morgans, including his own.

Everything in the car matched and was original, so all I had to do was choose a color to go with the new tan interior.

Just coincidentally, my wife and I had planned a trip to London to visit our son, Brian, and his family. We left the day I took delivery of the car.

When Tim heard I was going to London, he insisted that I visit the Morgan factory in Malvern, three hours north of London.

So, I extended my stay an extra day, and Brian and I headed for the beautiful rolling hills of the Cotswolds region. As we entered this quaint little village of Malvern, we could see, tucked at the end of the street, the 100-year-old original Morgan factory.

A tour of the factory was a walk back in time. Craftsmen were cutting and planing down the special ash wood for the car's frame, artisans with tin shears were cutting the sheet metal to be hammered to the wood, and specialists were sewing and molding the fine leather hides to the interior framework.

After the car is completely built, it is totally disassembled and each part is meticulously spray-painted — by hand — in the paint section of the factory. The car is reassembled. A dozen or so hand-built Morgans are at different stages of construction at any one time in the compact factory.

About three cars are completed each day. It takes about five weeks to hand-build each Morgan.

What a great experience — the same basic car is being built today no differently than 100 years ago — and it looks basically the same as Morgans built 75 years ago.

Then things got really interesting....

A found history

Tim mentioned that while at the factory, we could possibly get a history of my car, which is Chassis 3604. The details of every Morgan produced are meticulously recorded by the craftsmen producing the cars. Unfortunately, the historian that we were to contact was busy all day, and it didn't look as



Vintage photos show the Morgan in action, here meeting Mike Rothschild's Austin Healey

though our record search would happen.

While in the factory bookstore, Brian noticed that one of the books was authored by Martyn Webb, the gentleman we were looking for. I decided to buy the book, and mentioned to the clerk that it would be a treat to have Martyn sign it for me. Guess who just then walked into the store! I introduced myself to him, and he was more than happy to sign the book.

I asked him if he would have time to search the archives for Chassis 3604. Off we went with Martyn, up old wooden stairs in the 100-year-old factory — to an office that seemed undisturbed for the past 50 years.

Martyn found the large record book for year 1957, and in the December entries was the handwritten record of Chassis 3604, engine TS 13950, gearbox 1333 — both matching my Morgan.

Then, suddenly, an “Oh my God!” moment from Martyn. We learned that Chassis 3604's original color was white with blue stripe (United States racing colors), with a black leather interior. The next notation stated: “Tuned Engine. Car prepared for racing. Date Dispatched Feb. 25, 1957.”

Martyn immediately ran to the other office and returned with a 400-page hardbound book titled Morgan Sports Cars — Heritage Years 1954–1960 by Jake Alderson and Chris Chapman. Martyn went to page 200 and it stated the following:

“For this year's international Sebring 12-Hour Race, to be held on Saturday, March 23rd, Joe Ferguson appears to have anticipated supporting the same two drivers who had represented the Morgan marquee in 1956, for he ordered two cars to be prepared at the Morgan factory for Mike Rothschild and John Weitz. Both cars had been fitted with strengthened front ends, presumably achieved by means of additional chassis braces from the chassis to the top of the crossheads.

“The car for John Weitz was 3604, painted in the USA racing colours of white with a blue stripe (as in 1956). It had a tuned engine and racing tyres. Like 3610, it was fitted with black leather upholstery. On Monday, January 28th, it was driven to the docks for shipment to the USA, but suffered extensive damage in an accident on the way. It was returned to the Morgan factory for repairs, and was finally dispatched on Monday, February 25th.”

What a thrill to discover this unique history of my Morgan Plus 4. Immediately, I knew what color my restored Morgan would be — what else but white with blue stripe and black leather interior? I had to resurrect 3604 exactly as it left the factory in Malvern 53 years ago.

I will be looking forward to the experience of watching Tim employ his expertise and craftsmanship in transforming 3604 back to the original racing heritage that began in Malvern in 1957. ■

Profile — 1957 Ferrari 250 Testa Rossa Prototype

A car that's been to hell and back sets an auction record

by Simon Kidston

This Ferrari 250 Testa Rossa, Lot 18, sold for \$16,390,000, including buyer's premium, at Gooding & Company's Pebble Beach sale on August 20, 2011. The price set a world record for the highest amount ever paid for a motor car at auction.

The 250 Testa Rossa is Ferrari's most celebrated sports-racing model, a legend in car collecting circles and one of the most valuable cars in the world. Introduced in 1957 in anticipation of the upcoming 3-liter limit in the World Sports Car Championship, it stole a march on rivals Jaguar and Maserati, who had been pinning their hopes on “big bangers” such as the D-type and 450S, and achieved success everywhere it raced, from Europe and South America to the all-important SCCA races, earning the company healthy profits.

Named Testa Rossa (pronounced “ross-ah,” not “rose-ah,” meaning “red-head”) after its red cam covers, 34 of these cars were built from 1957 until 1962. No two were identical, but works TRs were generally right-hand drive. The early ones were wet-sumped, and the 1958 cars had so-called “pontoons fender” bodywork by Scaglietti, which was intended to help cool the front brakes. From 1959, the cars reverted to a full-fender, “envelope” style made by Fantuzzi, as Scaglietti was busy clothing Ferrari GT cars.

From 1959 onward, production was devoted to Works cars, which featured disc brakes and separate gearboxes with rear differentials. All except the last TR (0808) had 3-liter motors largely derived from the production 250 GT.

Dueling opinions on pre-sale value

Our subject car, 0666 TR, is the first of two prototypes, both of which ran as works cars. As with all prototypes, there will be buyers who prefer the recognition of the standard model and others who enjoy owning something different. I exchanged opinions with many experts and fellow TR owners before and after the auction as to the value of this car and its historical significance — and heard both ends of the spectrum.

“A friend of mine would pay eight to ten million,” said one owner, “as it's not a standard TR chassis, and I doubt much of the original bodywork survives.” This, of course, was a reference to not one but two fires that the car endured during its early years.

Other TR owners were more upbeat, confiding that they had received approaches north of \$20m for their cars and that the auction estimate seemed reasonable for 0666. It would be British understatement to say that on the evening of August 20, in the middle of a worldwide economic storm, there was widespread interest in the fate that awaited this very high-profile Ferrari under the auctioneer's gavel.

They needn't have worried. A new collector — just starting out at 73 years old, but his line of business keeps him young — kicked off proceedings with a \$10m bid. Rapid salvos ensued: \$11m, \$11.5m, \$11.8m. At \$12.4m, the auctioneer announced the reserve had been met, and it became a two-horse race between an absentee bidder and a telephone bidder in mostly \$100k increments. When the mystery phone bidder prevailed at \$14.9m, the hammer went down and cheers went up.

A rich, sometimes painful, life

To paint an accurate picture of this car, I consulted various sources. David Gooding opined that the 250 TR is undervalued compared with its closed



Panel Linivinski, courtesy of Gooding & Company

1957 Ferrari Testa Rossa prototype, chassis number 0666, sold for \$16,390,000

sister, the 250 GTO — a sentiment echoed by many (most vocally those TR owners who don't also have a GTO) — and that given time, this will seem a good buy. Gooding believed that 0666's history was more illustrious than most, and when shown the post-fire photographs, bidders had remarked that the damage wasn't as bad as expected.

I asked the vendor, whose collection probably counts as one of the top ten in the world, why he had decided to part with a car in which he had invested so much. “I find my Maserati 300S easier to handle,” he confided. “Plus I've just bought a house on Maui!”

To get to the bottom of the controversy about the fires, I went to Maranello and met with our friends at Ferrari Classiche. “Chassis 0666? Of course we remember it. We called it ‘La Bastarda!’ A very interesting car with two fathers: the front chassis is similar to a 500 TRC, the rear is like a later-works 250 TR, and you can still see all the little modifications that we tried out on it in period, all documented by various memos in our archive.”

Was the chassis replaced after the Le Mans accident? “Definitely not. Only the upper part of the car was damaged. Look, it's all here on the micro-film, everything....”

Lastly, I consulted a well-known Ferrari historian. How many 250 TRs does he think have their original bodywork? “Perhaps 60% but it's hard to say, as for years nobody bothered to track such information.” Let's face it, these bodies were cigarette-paper thin and intended to last a few race seasons — not decades.

And what, in his opinion, would the very best 250 TR be worth? “That would be one of the Le Mans winners. They almost never come up, so I'd have to say \$25 million.”

A car for the ages

Did the new owner of 0666 TR get caught up in the Monterey euphoria and overpay, or was this a shrewd investment?

On the one hand, we have a unique factory prototype with a front-line international racing history. The majority of 250 TRs were customer cars destined for weekend outings around airfields serving as SCCA circuits. This one roared around Le Mans, the Targa Florio and the 'Ring — piloted by all-time heroes.

Conversely, it led a hard life as a race car and later as an old hack. The chassis number 0666 is prophetic, as it's been to hell and back. Ultimately, though, it's been cherished for the past 40 years, restored without regard to expense for a highly respected collector whose passion, expertise and motivation are beyond reproach, and the Ferrari factory has given it their unquestioned blessing.

Auctions are a roll of the dice that not all sellers want to risk, but in this case the gamble paid off. Well sold today, well bought for posterity. ■

Will the 'King of Cool' Factor Last?

Is some of McQueen's ineffable coolness translated through this totemic object to the new owner?

by Miles Collier

By now we're used to seeing Steve McQueen artifacts sell for absolutely breath-taking amounts of money.

In a world where the King of Cool's sunglasses sold for \$70k, \$1,375,000 for his 1970 Porsche 911S at RM's Monterey auction has to be viewed as a relative bargain. This attractive but unexceptional Porsche was bought at a price that could purchase some very desirable and iconic automobiles with enduring historical importance — to say nothing of continuing appreciation.

Let's start our analysis by looking at collecting in general. Collecting is a common and universal human activity going back to the beginnings of recorded history. Despite its prevalence, its psychological underpinnings are still unclear. What we do know is that collecting is a solitary and deeply subjective compulsion.

Collectors are a varied bunch, and collecting plays many roles: as a means of self-validation, as an expression of culture and status, as a tangible way to master a body of knowledge, for the thrill of the chase, for sheer acquisitiveness, as a communication with the past and so on.

A totem of cool?

Objects from the past make distant historic events current, as well as make abstract concepts, the role of motor racing in automotive evolution, for example, concrete. Historic objects such as our subject 911 serve as powerful bridges to bygone personalities as well as to historic events.

We can tread the very boards that Thomas Jefferson trod at Monticello; we can sit where Steve McQueen sat in his 911S. As I own a small collection of ancient Egyptian artifacts, I can attest to the metaphysical power that such objects embody. I think we can hypothesize that the prospect of owning a link between the successful buyer and Steve McQueen's spirit — as impounded in his car — is one of two main drivers for the extraordinary sum paid.

Additionally, is there not a reflected glow from McQueen's stardom on the new owner? Is not some of his ineffable coolness translated through this totemic object to the new owner? Certainly such beliefs exist in other societies. Who is to say they aren't operative here?

Objects can be important for a number of reasons in addition to the celebrity or infamy of their former owners. They can be important for what they are in and of themselves, such as an exemplar of groundbreaking technology or the winning car in the 1957 German Grand Prix.

In this case, the 911S is the mechanical co-star in the opening minutes of Steve McQueen's cult racing movie, "Le Mans." This is the second value driver at work. Thus, our subject car represents two different historical properties in one object: reflected celebrity by virtue of McQueen's ownership, and actual cinematic celebrity as an important prop in the opening minutes of the movie "Le Mans," which is a venerated and important piece of the McQueen oeuvre in which he was both star and director. This double whammy — personal property of the celebrity owner and movie icon — is rare indeed and did much to fuel the bidding.

The duel to acquire this historic car was evidently vigorous and hard-fought in light of the amount required to secure it, but I have to wonder about



Steve McQueen's Porsche 911S, which sold for \$1,375,000

the future value of this collectible.

How much of McQueen is left?

There are two kinds of history: the eternal and the evanescent. The eternal is of such a magnitude that it defines its place in history; if not for all time, then at least for the indeterminate future. The evanescent, by contrast, is based on the now, and while it might burn white-hot for a time, like a Fourth of July skyrocket, quite soon it remains only a memory. At the end of the day, the McQueen phenomenon is firmly based in the now — not in history. He was just an actor, someone who pretends to do stuff, albeit with a great deal of style, and "Le Mans" was just a movie, pure fictional entertainment, albeit with quite a following.

Consequently, the day will come when McQueen's celebrity will be forgotten. He is a Baby Boomer phenomenon, and he will pass out of sight with that cohort.

I think it is also noteworthy to observe that celebrity artifacts seem to do poorly upon resale. I hesitate to speculate why, but it is as if the pixie dust wears off more and more with each passing owner until the object stands bare, revealed as just another mundane example of its kind.

Finally, while the role of the McQueen 911 in the "Le Mans" movie is relatively clear, what is the effect of the post-McQueen 100,000 miles worth of wear and tear — and the subsequent repaint and seat recovering — on its ability to link us to McQueen? His cigarettes aren't in the glove box and haven't been for 100,000 miles. At what point does subsequent use dilute the McQueen aura? He never touched the seats or the surface of this car as it now exists.

In the case of our perfectly respectable and well-kept \$100,000-on-a-good-day 1970 Porsche 911S, \$1.3m have been assigned to the McQueen factor. Metaphysically, the repaint and seat recovering should detract from the original "King of Cool period" nature of the car. In essence, you can't sit where Steve McQueen sat. How important is physical change to this kind of object, dependent as it is on its celebrity connections? It is hard to isolate.

Let's consider the value of this car if it were known only for its movie role. Would the repaint, the re-rim of the seats, the changed steering wheel enter in? Would the car be substantially less valuable if it were only a movie prop without McQueen's ownership? I'd say yes, as a movie prop is less personal, and therefore less freighted with the talismanic power of the celebrity.

How did the buyer make out here? Among Steve McQueen fans, this car has to be quite a coup. Among the rest of us, not so much. Very well sold. ■

Profile — 1970 Ford Torino GT 429 SCJ

Buyers gain interest in a car that's not another Camaro, 'Cuda, Corvette or Mustang

by Dale Novak

This car, Lot 340.2, sold for \$73,700, including buyer's premium, at the Barrett-Jackson sale in Orange County, CA, on June 25, 2011.

Your basic V8 Torino came out of the assembly plant with a 302-ci iron block sucking air through a two-barrel carburetor, mated to a slush-box transmission. This is not exactly the top of the heap from a performance perspective. Still, you could have dropped lower on the totem pole and driven off the lot in a six-banger Fairlane, which was now relegated as a subseries to the Torino line.

Luckily, for us die-hard performance fans, Ford was still in the chase for track dominance on the NASCAR ovals. While Dodge and Plymouth were eating up the tracks with their winged cars, Ford found itself playing catch-up. So, managers decided to beef up the modest Torino by offering a 2-door variant with the option for buyers to cram in a 428-ci engine -- from 1968 to early 1970 — or the newly designed 429. This potent combination allowed Ford to stay in the game with the Torino as the NASCAR chassis of choice.

A 429 for every buyer

In 1970, the heavy-breathing 429 was offered up in three configurations: the 360-hp Thunder Jet, the hydraulic-lifter 370-hp Cobra Jet (CJ) and finally, the 375-hp Super Cobra Jet (SCJ).

The only way buyers could up the ante for the 429 SCJ was to check the box for the Drag Pack option. This gave performance-minded buyers a 429-ci engine with 4-bolt mains, solid lifter cam, forged pistons, big-mouth 780 CFM Holley carburetor and an engine oil cooler to help keep the beast from melting down on a hot pass. Buyers also received a 4.30:1 Detroit Locker or 3.91:1 Traction-Lok rear differential to keep all that power in check. The Shaker Hood was another option, as the SCJ was available with or without Ram Air induction.

The performance lineup for the Torino came in two packages: the Torino Cobra or the Torino GT. The Torino Cobra was a bare-bones variant, as it was designed more for no-frills street performance while sacrificing some creature comforts. The GT was marketed toward more affluent buyers, as the option list was longer, with more trim and décor levels while still offering up some pretty stout performance numbers. The GT with the 429 SCJ and drag pack running through the 3.91:1 gears hit the clock at just under 14 seconds in the quarter mile, which isn't too shabby for a bloated, 3,700-pound 4-seater.

The original buyer obviously ordered our subject car for some formidable street action. The only missing items are bucket seats and a 4-speed tranny. The factory air conditioning was a trade-out for the C-6 transmission, as buyers could not get the 429 SCJ combined with A/C and a 4-speed on the floor. The overall combination certainly made a hot street package, and it offered up room for four and a trunk worthy of carrying more than a few bags of groceries.

Love 'em or hate 'em

The question of styling always comes into play whenever I talk with collectors about these cars. They are definitely love-them or hate-them propositions. Naturally, if you owned one back in the day, you probably still think they're Ford's answer to fun. But, for others, myself included, we find



1970 Ford Torino GT 429 SCJ — \$73,700

ourselves pondering the styling, utilitarian interiors and pedestrian looks.

Don't get me wrong — the cars have grown on me, and I always take notice of them while at a car show or auction, but they do take some deeper examination to enjoy the elongated body lines. That fact alone, in my opinion, kept the Torino from reaching rock-star status during the overheated Muscle Car money mayhem that rocketed some cars to the over-the-top valuations of a few years ago. Sure, there are exceptions, but for the most part, 1970 Torinos — even the 429s — have kept quietly to themselves within their niche market.

One of one

Our subject car appears to be in very good condition. The restoration looks older but it is still holding up well.

The bench seat with the automatic on the column is an automatic turn-off to some buyers, but this can be overcome, especially with the other rare options. In the case of chassis number 131004, it's the one-of-one build, along with the highest-performance engine displacement one could order for the car in 1970. This, coupled with some excellent documentation to prove and certify the original build, simply adds to the overall collectibility of the machine.

Looking into the Sports Car Market database for comparable cars, we see a handful of transactions for similar offerings, although most of the cars breaking the \$50k mark are 429 Torino Cobras. There are a total of 10 offerings that were bid beyond \$50,000.

The Sports Car Market database, which includes a significant amount of Torinos, shows that our subject car sits at the top of the class for sold cars at \$73,700. By that observation, one could conclude that our subject car was very well sold — or caught the attention of at least two well-heeled bidders who simply wanted the car.

That said, I have also noticed a growing trend for the odd — and perhaps formerly less-desirable — muscle cars, as some buyers are now more interested in adding a car to their collection that is not another Camaro, 'Cuda, Corvette or Mustang.

We always want something the other guy doesn't have — and might have a much harder time finding (at least a nice one). This could be a signal that these types of cars are beginning to move off the sidelines, as genuine buyers search out the more unusual, uncommon offerings while still demanding finite rarity, heritage, performance and rock-solid documentation.

Until we see more strong sales for unusual muscle, this was strong money for the car, and only time will tell if this was an anomaly or a view into things to come. ■



CHUBB PERSONAL INSURANCE
202 HALL'S MILL ROAD
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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

JANUARY

9-22	👁️	North American International Auto Show	Detroit, MI
12	💰	Las Vegas Motorcycle Sale	Las Vegas, NV
12-14	💰	Vintage Motorcycle Auction	Las Vegas, NV
14	💰	Autosport International Car Show	Birmingham, U.K.
13-15	👁️	South Carolina International Auto Show	Greenville, SC
14-15	💰	MotoeXotica Auction	Phoenix, AZ
15-22	💰	Barrett-Jackson Auction	Scottsdale, AZ
17-23	👁️	Cavallino Classic	Palm Beach, FL
18-22	💰	Russo and Steele Auction	Scottsdale, AZ
19	👁️	Corvette Market Insider's Seminar	Scottsdale, AZ
19	💰	Bonhams Auction	Scottsdale, AZ
19-20	💰	RM Auctions Automobiles of Arizona	Phoenix, AZ
20-21	💰	Gooding & Company Auction	Scottsdale, AZ
20-21	💰	Silver Auction	Fort McDowell, AZ
24-29	💰	Mecum Kissimmee Auction	Kissimmee, FL
28-5	👁️	Philadelphia International Auto Show	Philadelphia, PA

FEBRUARY

1-5	👁️	RetroMobile	Paris, FRA
1	💰	Bonhams Grand Palais Sale	Paris, FRA
4	💰	Salem Collector Car Auction	Salem, OR

17-18	💰	Leake Oklahoma City Auction	Oklahoma City, OK
24	💰	Worldwide Atlantic City Auction	Atlantic City, NJ
24-25	💰	Mecum Long Beach Auction	Long Beach, CA
24-25	💰	RM Milhous Collection	Boca Raton, FL
24-26	💰	Atlantic City Classic Cars	Atlantic City, NJ
24-26	💰	McCormick's Palm Springs Collector Car Auction	Palm Springs, CA
24-26	👁️	Boca Raton Concours d'Elegance	Boca Raton, FL

MARCH

3-6	👁️	Sebring Endurance Weekend	Sebring, FL
5	💰	Bonhams Oxford Auction	Oxford, U.K.
9	💰	Gooding Amelia Island Auction	Amelia Island, FL
9-11	👁️	Amelia Island Concours d'Elegance	Amelia Island, FL
10	💰	RM Automobiles of Amelia Island Auction	Amelia Island, FL
14-15	💰	Barons Classic, Historic and Thoroughbred Motor Cars Auction	Surrey, U.K.
14-17	👁️	Mobil 1 Twelve Hours of Sebring	Sebring, FL
16-18	💰	Auctions America by RM Fort Lauderdale Auction	Ft. Lauderdale, FL
30-31	💰	Mecum Kansas City Spring Auction	Kansas City, MO
31-3	👁️	Savannah Spring Race	Bloomington, GA