

Russo and Steele Auction's other season

THE SEVENTH ANNUAL

Monterey Sports & Muscle at the Marriott

Downtown Monterey, California

THURSDAY, FRIDAY & SATURDAY AUGUST 16-18, 2007



If you enjoy the big auction action in Arizona each January (and who doesn't), and if spending several days along the California coast during August sounds like a nice change from Arizona's monsoon season, what better combined solution than to head off to Monterey for the Pebble Beach Concours d'Élegance, the Monterey Historic Automobile Races at Mazda Raceway Laguna Seca, and Arizona's own Russo and Steele Collector Automobiles Monterey Sports & Muscle at the Marriott in downtown Monterey, now in its seventh year!

KEEP RIGHT >>



7132



7125



7155



7203



7122



7127



Opening Preview Cocktail Gala - Thursday night Two Evening Sales - Friday and Saturday nights

Here is a tantalizing sampling of cars entered by our June press date. For up-to-date information, see the Russo and Steel auction website at www.russoandsteele.com

1972 Lamborghini Miura P400 SV Consignment # 7132

It's not every day that a Lamborghini Miura is discovered; yet amazingly a late example has been found. This car, chassis number #5096, is the ninth-from-last Miura built, but has spent only three of its 28-year life on the road - the rest of the time it has been in various warehouses and garages. It was the very last prod. # Supplied to Lamborghini Great Britain.

Ordered new in left hand drive by Lebanese Trader Kamal (for temporary use in England and subsequent exportation to Lebanon), this SV was completed July 7, 1972, in white/white with factory-fitted air conditioning. A period photo of it can be seen in the *History of Lamborghini* book (Box), on page 150, parked outside the factory sometime in 1973, with temporary English registration QM4979. In late 1973, #5096 was exported to Beirut, Lebanon, but was subsequently exported again—this

time to the United Arab Emirates, to escape the constant shelling of the Beirut War! #5096 was stored for several years till it was sold in 1983 to its new owner in the US. However, upon exportation to America, the ship carrying the supercar was caught up in the shelling due to the blockade of the Straits of Hormuz during the Iran-Iraq War and was forced back to port to wait it out for a year and a half. Finally, 18 months after setting out, the car made it safely to the US, where it remained for the next 15 years. This late model Miura SV is complete and has the desirable split sump separating engine and gearbox oil supply, which helps prolong engine life.

Then a daunting restoration was performed at the experienced hands of Gary Bobileff, which took the best part of two full years and was hampered by the discovery that the factory-supplied replacement front bonnet and framework was in fact for a Miura S (one would think the factory might know the difference), resulting in the time-consuming need to hand-fabricate an entirely new front end.

The car's new owner, Gianfranco Capasso, was bowled over by the stunning result of the

car's restoration, after flying in to test drive his "new" prize. This SV is now resplendent in its new period-correct livery of "Blu Tahiti," silver wheels and sills, with "Senape" leather and blue dashboard top (altogether a far more inspiring scheme than its original white/white specification), as specified by the car's current owner. Some 450 miles of testing on some of California's best roads ensued (after which Capasso confessed to seeing 6,000 rpm in 5th gear!). "5096" is receiving some final fettling and is due to be shipped back to Connecticut where it would reside until December 2006, when the car was sold by Capasso to a Chicago based food distribution CEO. It's the most expensive Miura SV ever sold to date.

1957 Astro Sled Bubbletop Consignment # 7125

This is the ultimate Roth tribute car! A no-expense-spared, million-hour build by Big Daddy inspired Hot Rod Builder Dave Shuten. Dave also rebuilt Ed Roth's Mysterion, now sitting at the Petersen Museum. The Astor Sled features the ultimate hot rod motor: a blown hemi, a 1957 354 Cubic Inch with a Weiland Blower and eight Stromberg 97 carburetors, with a GM 350 turbo transmission. Also featured are 1959 Caddy taillights, 1964 Ford Galaxie bezels, and a 1957 Chevy rear axle.

The Astro Sled is a real piece of hot rod rolling art. Big Daddy would be so proud of this car!

1994 Lola T9400 Indy Car #11 Consignment # 7155

This was a backup car for driver Arie Luyendyk, of Indy Racing Team. The car is a complete 1994 Lola Indy Car with all components. Due to the car's alteration, it is classified as a driver. Car is in overall Good-Plus condition, and the car is operational.

Class: Indycar; weight: 1450 lbs (approx); age: 1994 (Chassis # 11 indicates 11th car manufactured in 1994).

Engine: Engine builder: unknown (built by more than one builder); Manufacturer: Buick (clearly printed on engine valve cover); Type: Indy Turbo V-6; Horsepower: 850+; Heads: Aluminum; Block: Steel; Fuel System: Fuel Cell; Fuel Pump: Hilborn; Fuel Type: Methanol; Oil/Water System: Water Radiator; Location: Left side mount; Oil Cooler Location: right side mount; Note: radiator is a replacement, and not original factory equipment.

Electrical System: Ignition: Yes (Buick ignition); Alternator: Yes (side mount); Battery: Yes (12 volt, mounted in right side pod); Data Logger: None (car has no data-acquisition system on board); Computer: None; Gauges: Analog; Note: Car was originally equipped

with a "P1" Data Acquisition System when it ran in 1994, but was later converted to analog gauges, with theme Boost Gauge being aircraft specification.

Transmission: Manufacturer: Lola (Factory); Gears: 6 speed; Shifter: Sequential (pull back to up-shift, push forward to downshift); Bell Housing: Lola (Factory).

Body: Body: Car #4; Construction: Carbon fiber; Wings: Configured with "High Down Force" front and rear wings; Color: Red and White; Condition: Very Good; Sponsor Decals: Target, Supercuts, Fuji Film, Gillette, Energizer, Bosch Coca-Cola, FedEx, Kleenex, Texaco Havoline, Racer magazine, Sparco.

Chassis: Type: Monocoque, Builder: Lola; Material: Carbon Fiber Tub; Condition: Very Good; Front Suspension: Unequal length A-arm pushrod (In-board Coil Over); Rear Suspension: unequal length A-arm pushrod (In-board Coil Over); Steering: Lola Rack and Pinion (Factory); Wheels: 15" Magnesium (front Penske and rear Unknown); Shocks: Adjustable (front Penske and rear Unknown); Brakes: Steel Rotors with 6-pot caliper (with carbon fiber Brake Scoops); Air Jack: Installed.

Interior: Material: Carbon Fiber; Fire System: Yes; Restraints: Sabelt 5-point, har-

KEEP RIGHT >>

ARIZONA LAND BATTLE

Russo and Steele fights to keep their land for Scottsdale '08

Russo and Steele has held the same parcel of land since 2002, located in North Scottsdale to the southeast of the Loop 101 freeway and Scottsdale Road interchange. After recently reapplying for their parcel of land from the State Land Department, Russo and Steele discovered that the Barrett-Jackson Auction, which runs its event at Westworld, a few miles to the east, in the same January timeframe as the Russo and Steele Auction, is applying for the Russo and Steele parcel for Barrett-Jackson vendor trailer parking.

Over the last six years, the State Land Department has renewed Russo and Steele's lease without incident. However, due to the growth of Russo and Steele's event, the event submitted an application on November 6th, 2006, for renewal that encompassed an additional section of land, for the 2008 event. This expansion required a new application for both parcels. Then in February of 2007, as requested, Russo and Steele prepaid their estimated lease amount. The additional section of land required a revised application that was submitted on March 22, 2007; this included a fully certified site survey, all applicable fees and an endorsement letter from the City of Scottsdale Economic Vitality Department.

On May 3, 2007, Barrett-Jackson submitted a conflicting application for the exact same parcel. On June 6, 2007 Russo and Steele were advised by the State Land Department of Barrett-Jackson's application. This action by Barrett-Jackson has now caused Russo and Steele's application approval to be delayed and will further trigger a lengthy administrative review process. Despite, Russo and Steele's confidence that their claim and arguments will win out in the end, there is still the chance that the lease may go to sealed bid. If this occurs, some fear that Barrett-Jackson's vast financial resources will give them the upper hand. ■

ness; Gauges: Analog; Steering Wheel: Momo Quick-Release; Pedals: Gas, Brake; Clutch: Lola (Factory); Condition: Very Good.

Spare Parts: Starter w/cart (36-volt with Delco Battery Cart, works), 2 Timing belts, Wheel (1 extra rear); Tires: 2 spare rears and 2 spare fronts (both used); Filters (Fuel and Oil); Transmission Gears (various), rotors, Turbo Housing, Miscellaneous wiring, "Wickers" Down Force Adapters, Fuel Pressure Regulator, Spark plugs and Injector parts.

1955 Mercedes 300 Gullwing Consignment # 7203

What can you say about a '55 Gullwing, but WOW! This fabulous nut and bolt correct restoration, matching number Gullwing is absolutely perfect. It was a 37,000 mile original Gullwing before restoration. The 300 SL Gullwings are appreciating in value daily. The car is coming out of a private collection and will dazzle all who lay eyes on her.

Silver exterior is stunning, with Red leather upholstery. Additional features include: 3 liter straight six motor, Bosch mechanical fuel injection system, 4 speed manual transmission, Red square weave carpet, VDO gauges, and Correct radio.

2004 Rat Fink Chopper Consignment # 7122

This was a big budget concept/prototype project from Rat Fink Choppers 2004. Number 1 of 1! This bike included the best components used in the motorcycle industry, including a S+S 113 Cubic Inch Motor with a 6 Speed transmission. The fiberglass Rat Fink is by, long time friend, Ed Roth and artist Jimmy C. A real rolling Masterpiece that runs great with speed capable of 130 MPH. This bike was one of the stars in Ed Roth's Tribute display at the Detroit Autorama, 2006.

1937 Lincoln Zephyr Consignment # 7127

This is a wonderful art deco 1937 Lincoln Zephyr Coupe that has been modified for beauty and comfort. It has a fuel-injected Ford 5.0 liter V8, five-speed manual transmission and a Ford 8.8 rear-end, power steering, air conditioning, power windows, and a hidden AM/FM/CD sound system that is acoustically great sounding. The car was beautiful from the factory, so only minimal exterior modifications were made to improve the flowing lines. The ride height was lowered; the fenders were welded on, giving it a somewhat European flair and smooth look; the rear license plate was removed and the license was put on the rear bumper where it belongs; the fuel filler was hidden and the stock grill was chromed.

The interior is done with black leather, wool headliner and wool carpet—no vinyl or

synthetics added! The original symmetrical dash was painted in a cherry burl over a gold mica base, which gives it great depth and life. The rest of the interior was in the original theme with subtle modifications, like power windows utilizing the original window cranks and the previously mentioned stereo system. A custom larger seventeen-inch banjo steering wheel, with a Zephyr script horn button, steers the car, which rides on nostalgic radial wide white walls with custom wheel covers.

The theme of the entire Zephyr is "if you did not know you would not know" (it is not stock). The Zephyr won Best in Class in the 2001 Concours d'Élegance in Forest Grove, Oregon. It has also won numerous awards including Best in Show, People's Choke, and many other awards in various shows around the Northwest.

992 Movie Batmobile Consignment # 7133

This is your chance to own one of the actual "Batman Returns" Batmobiles, Movie Car #3. TM & Copyright 1992 DC Comics, Inc. This is the most recognized movie vehicle of its time. This intimidating and sensational Batmobile was actually used in Warner Bros. record-breaking box office sensation "Batman Returns" and is now available to private collectors and museums. This is one of the world's most famous and unique automobiles and is one of the rarest and most desired collectibles imaginable.

1970 Plymouth Cuda Hemi Consignment # 7145

This vitamin C orange Hemi Cuda is a numbers matching rotisserie restored California car. This is one of 32 known Hemi Cudas with the N95 California emission control. It is one of seven orange with black vinyl top Hemi Cudas. It comes with original broadcast sheet and Galen Govier visual inspection report as well as the Chrysler registry. This rare Hemi is still titled in the original owner's name. Some of the options include 426 C.I. Hemi engine, 4 speed close ratio transmission with Hurst pistol grip shifter, Dana Super Track Pac rear, Instrument package, and black vinyl roof. This Cuda is one of one with the above options combination.

1965 Shelby Cobra Consignment # 7140

Carroll Shelby set his sights on the FIA World Manufacturers Championship for GT cars in 1964, designing a new generation of Cobra competition roadsters expressly for this purpose. Five of these Cobras were built. They came to be known as FIA Cobras, and along with the Daytona Coupes they brought the FIA World GT Manufacturers Championship

to Shelby American in 1965. A number of performance related competition enhancements were implemented in these cars (e.g. Weber 481DM carburetors, 12:1 compression & roller cam). However, the main differentiating characteristic of the FIA cars was wider and more prominently flared rear fenders (necessary because 8 1/2 inch wide rear wheels would be used along with larger tires), "cut-back doors" required by the larger rear fenders and front flared fenders (also to accept larger wheels and tires). The FIA Cobras were the ultimate performance version of the car that created the Shelby legend.

CSX7010 is not an imitation or knock-off, but instead an authentic Shelby continuation FIA Cobra, designed and manufactured to original FIA Cobra specs by Shelby American, Inc. As one of the first ten continuation FIA Cobras, CSX7010 carries an additional Signature Series plaque on its dashboard. CSX7010 was completed, less engine and transmission, at the Shelby factory in Las Vegas in October, 2000. The engine and transmission were added per its only owner's specs by Nostalgia Motorcars LTD in South Carolina (one of the few authorized Shelby American dealers).

CSX7010 features include: Short Block Ford Racing High Performance Sportsman engine (balanced and blueprinted), Aluminum Advanced Flow Research (AFI) heads with roller rockers, Weber-Look sequential fuel injection, Mallory Electronic distributor with HyFire 6A, Accel DFI, FIA Cobra correct valve covers, Ford Toploader transmission with Hurst linkage and FIA Cobra correct shift lever, Side Exit Exhaust - two sets (with resonators & straight), wheels correct for FIA Cobra with functional knock-offs, Goodyear Racing Sport Car Specials (Front 26.5X8, Back 26.5X10.5), Static cling vinyl decals and numerals can be easily removed and re-applied, Fire System, Kill Switch, Interior-FIA Cobra correct Stewart-Warner gauges in original configuration/location, FIA Cobra correct steering wheel, door reinforcing safety bars, racing driver seat, and driver and passenger 5-point Simpson racing belts.

CSX7010 is titled as a 1965 Shelby CSX7 and looks, runs, sounds and drives like the five original FIA Cobras. While CSX7010 is set up to race, this fine investment grade vehicle with less than 600 miles is also a great road drive and a stunning addition to any collection. The owners of Shelby Cobras, including CSX7010, share the legend and are listed in the Shelby American World Registry.

1965 Shelby GT350R Consignment # 7135

In 1965 Shelby American had won the FIA World Manufacturers Championship with their

289 Cobra Daytona Coupe driven by Bob Bondurant. In the same year, their GT 350 captured the B-production road racing championship. To capitalize on these successes, Shelby American created the Cobra Caravan. It embarked on a four week tour across the US, stopping at 12 major cities. 5R213 was completed on November 10, 1965, just in time to be loaded on the 40-foot-long enclosed trailer. On board were four Shelby automobiles, the world championed Daytona coupe, a Ford GT40, a 427 Competition Roadster and 5R213. It is one of 36 factory prepared competition models and is recognized by Shelby enthusiasts as the preeminent example of this highly collectable mark. The meticulous restoration features all the correct 1965 vintage components including a NOS set of Blue Streak tires.

1970 Chevrolet Chevelle SS L78 Consignment # 7143

This is an all numbers matching original Chevelle L-78 Convertible, and it comes with 3 build sheets. This is one of six L-78 convertibles known to exist. This is one of the most correct and is the rarest of the six because it has the M-20 4-speed transmission. The other five have the M-22 tranny. Its fathom blue, with white stripes, white power top, and white interior. Other options are power windows, tach and gauges, map pockets, power steering, power brakes, with discs up front, and it has the cowl induction hood. It is an original car with all numbers matching and 3 build sheets. This is your opportunity to own this real, and very rare car.

1948 Ford F1 Consignment # 7149

A 1948 Ford F1 pickup, complete frame off custom restoration. Many custom body modifications as well as additions from other popular truck models coupled with the latest modern interior and exterior additions. The interior is 100% genuine leather with bucket seats, a custom dash, Dakota Digital panel, iPod adaptable stereo, and electric windows. The exterior has a mild chopped top with the windshield remaining full sized, a wedged hood, suicide doors, custom electric tonneau cover, and a custom grille and front end, as well as other body modifications. The paint is a beautiful light root beer two tone with marbling. There are 20-inch rear and 18-inch front wheels with front and rear independent air bags. The motor is a fuel injected Ford 351 Windsor. It has a mild cam with rocker rollers and lots of chrome. Transmission is a 4 speed automatic overdrive coupled with a 9-inch rear end. There are many custom features that make this truck an absolute, one of a kind winner. ■

7133



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7135



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7149



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