

1966 Shelby GT350

Sold for \$495,000, Barrett-Jackson, Houston, TX, September 18, 2021, Lot 741



Chassis number: SFM6S089

What's in a name? In the world of vintage race cars, competition history and name recognition are everything. With "Stirling Moss" painted on the side of our subject 1966 Shelby GT350, that should account for something.

The late racing legend Sir Stirling Moss not only competed with this GT350 to success in Europe and Australia, he also owned it. Carroll Shelby himself declared 6S089 "The Moss Car" in 2007.

Moss' stellar racing career ended much too early after a serious crash at Goodwood in 1962, but since 1948, he'd earned victories in 16 Formula One races and at the 12 Hours of Sebring, the Targa Florio, the Mille Miglia and more. Though retired, he stayed active in the business into his early 80s. Vintage racing helped satisfy Moss' need for speed, and after driving a Shelby GT350 at Monterey, he was thoroughly smitten with the car's capabilities.

Moss purchased 6S089 from the Shelby's third owner, former Aston Martin principal Peter Livanos, in 1992, and signed the FIA Historic Vehicle Identity Form issued in 1993. He last raced the Shelby in 1997 and has stated numerous times this was his favorite vintage racer of all.

Though professionally converted to 1965 GT350 R specs by Livanos, 6S089 started life as a 1966 GT350, the 89th of 252 early-production "carryover" models that share the features of Shelby's 1965 and 1966 cars. These early Shelby GT350s have always been an "A-list" collectible. The first-year '65 models are not only rare (521 built) but feature the wild-and-woolly persona of a thinly-cloaked race car. Sales of the 1966 GT350 quadrupled, partly due to their somewhat tamer nature, and partially due to the success of the 1965 Shelby GT350 R racers throughout the previous year. Thus, the SCM Pocket Price Guide shows a median value of \$401,000 for 1965 GT350s, but \$205,000 for the '66. Then there are the real-deal racers, the 36 GT350 R variants all built in 1965, with a median value of \$810,000.

GT350 6S089 was sold by Worldwide Auctioneers in 2007 for \$561,000 (SCM# 45355) and was a no-sale in the mid-\$300k range in 2012, '13, and '16. It finally sold again in 2017 at Mecum Auctions for \$255k (SCM# 6833691). Still, \$495,000 for "The Moss Car" is more than double book for a 1966 GT350, so it seems to me the Stirling Moss name certainly carries some serious weight.

But star power can only go so far. Contrast "The Moss Car" with the similar-looking "Flying Mustang" raced by Ken Miles, which Mecum sold for \$3,850,000 in 2020, the highest price ever for a Mustang (SCM# 6933388). That Shelby is the prototype 1965 GT350 R, raced by not only Ken Miles of "Ford v Ferrari" fame, but also Bob Bondurant, Peter Brock and Jerry Titus. It was featured in cover stories in *Sports Car Graphic* and *Road & Track*, and its competition success from 1965 through 1969 is staggering, earning regional and national SCCA B Production championships.

As an interesting piece of celebrity history, "The Moss Mustang" certainly provides some star power, and I feel it was very well sold, even if less than the '07 deal. But to make history, it takes real history of the kind the Ken Miles "Flying Mustang" GT350 R made. — Tom Glatch ♦



SOLD AT \$346,000. Powered by a version of the Ferrari-Maserati engine and shaped a bit more like a sport coupe than a supercar, the original could be had for around \$300,000. All were automatics. Few were produced in Pearl Yellow. The 8C Competizione Coupe represents this millennium's high-water mark for Alfa Romeo. It served as a halo car for the line and stirred interest in the subsequent 4C, which never reached five figures in sales during its eight-year production cycle. A combination of a rare color and the present market froth propelled this one to a near record sale for a 4,000-plus-mile car. Very well sold and perhaps there are enough starved fans to support the price. At least until Alfa offers something better, which is unlikely to happen anytime soon.

#40-2011 LAMBORGHINI GALLARDO LP570-4 Superleggera coupe. S/N ZHW-GU7AJ6BLA10952. Blu Caelum/black. Odo: 1,960 miles. 5.0-L fuel-injected V10, auto. A low-mileage, decade-old supercar. Base price was \$237,000. Options included special paint (\$7,260), carbon-ceramic colored caliber brakes (\$16,450), big rear wing (\$6,500), interior and engine carbon fiber (\$8,385), and more. Total sticker was \$291,490. Paint and even the front valance showed no sign of road wear, though the front was marred by a formerly attached license-plate holder. Alcantara-clad seats and flooring are perfect. Cond: 1-



SOLD AT \$196,000. Lambo offered a confusing array of Gallardo special models in different markets, as well as Super Trofeo-related editions during its last few years of production. This was close to the ultimate development of the Gallardo coupe, explaining a higher ticket than many of the Gallardos sold. But with total production of 14,000, these supercars are not rare. One estimates that the original owner/consignor netted less than half of his purchase, storage, insurance, maintenance costs and sales costs for less than 2,000 miles of pleasure. Now the new purchaser has paid top dollar for a still-depreciating asset with an unlikely upside once driven. No one won here.

AMERICAN

#24-1912 ALCO 40 tourer. S/N N/A. Yellow/black vinyl/red leather. RHD. Odo: 18,846 miles. 454-ci carbureted I4, 4-sp. Older restoration of a very rare and historic car built by the American Locomotive Company (ALCO). Some restoration dated to date to the 1960s, but much possibly done even earlier. Still in presentable condition, with aluminum body in fine shape. Paint has luster, though var-