

VINTAGE CARS

Ferrari Leggenda e Passione Sale

How much did the car cost when it was first sold?

The 330 TRI/LM was built strictly for racing with an untold original cost. Other used racing Ferrari's of that time may have sold for as little as a few thousand dollars after their campaign.

When did it first go to auction and at what price?

The first auction for the 1962 330 TRI/LM was at RM's Monterey, in California, 2002 when it was sold for a record USD 6.5 mn.

If it went to auction again, after "Leggenda e Passione", does it have the potential to topple its acquisition price of USD9.3mn?

Yes. A car with this provenance and documented history will continue to rise in value. It is one of the most important Ferraris ever produced.

What would cap the upside? Or do you believe the sky is the limit?

The sky is the limit!

How do you actually "value" such a car? Would you say the price is inflated - because a buyer would acquire it at all costs?

The value of a car like this is established based on years of experience RM has acquired by closely following market movements and price developments. We then compare the car to others of similar value and rarity such as the 1960's Ferrari GTO.

At what point would you personally think it is "over valued"? Why?

Like the art market, there is no point at which a car like this is "overvalued" as there will always be a demand for the "great masters", such as a Picasso or Van Gough. The important Ferraris were produced in limited numbers; hence especially the early racing models will continue to increase in value and desirability.

From an investment perspective, is it ambitious to assume, that vintage Ferraris represent a better investment opportunity as opposed to another marque. Or does asset appreciation, revolve around a "specific" car.

Ferrari has always been the most recognised sports and racing car marque due to their desirability and accomplishments on the track. However, there are many other sports and racing marques with similar aspects that represent good investment potential - such as early Alfa Romeos, Maseratis and Bugattis to name a few.

From a drive perspective, which has been one of your favourites? And how much has it appreciated by when compared to annualised gains made by a Le Mans winning 1962 Ferrari 330 TRI/LM Testa Rossa ?

It is difficult to pick a favourite as we see so many great cars come through our doors and each one has a different appeal and style. A Shelby 289 Cobra is one favourite and has appreciated considerably (it could sell between USD200,000 - 300,000 depending on rarity, condition, etc) since the late 1960's when they could be purchased for a few thousand dollars.

Top sellers of the memorabilia collection from Ferrari's archives were a 1:2 scale model of a F2004 race car used for wind tunnel testing that drew a bid of USD66,800 and an original Formula 1 steering wheel used by world champion Michael Schumacher during the 2005 racing season which brought USD85,387. Memorabilia values tend to follow the collector car market, but are mostly purchased as décor or to create ambience in one's garage. Like cars, some of the rarest items in original condition will continue to be great investments.

Setting several world records the "Ferrari: Leggenda e Passione" was highlighted by the exceptional USD9.3mn sale of the incredible Le Mans winning 1962 Ferrari 330 TRI/LM Testa Rossa (Chassis 0808) that was piloted to victory by world champions Phil Hill and Oliver Gendebien - one of the most valuable and important Ferraris ever offered at auction.



Le Mans winning 1962 Ferrari 330 TRI/LM Testa Rossa
 Source: RM Auctions Inc.

Canadian based RM Auctions in association with Sotheby's, sets seven new world auction records

- 1953 340/375 MM Berlinetta Competizione (USD5.8 mn)
- 1970 512 S Sports Car (USD3.6 mn)
- 1966 Dino 206 SP (USD3.3 mn)
- 1953 340 MM Competition Spyder (USD3.1 mn)
- 1971 Daytona Spyder (USD1.4 mn)
- 1966 275 GTS (USD532,000)
- 1985 288 GTO Prototype (USD693,000)