

**Richard Vantine**

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**From:** Marcel Massini [marcel@massini.cc]  
**Sent:** Thursday, January 15, 2009 1:10 PM  
**To:** 'DPS,MVTF4'  
**Subject:** Ferrari #0799 GT Barney Hallingby

Dear Mr. Van Tine

Not sure if this is of interest to you or not but in the February 2009 issue of the U.S. magazine "Sports Car Market", on page 47, bottom right, Mr. Hallingby in a letter claims to own a Ferrari 250 LM serial number 6045. Two cars are claiming this same serial number. The other one is currently in England. One of these is a complete FAKE and replica with a brand new chassis. A 250 LM is a competition Ferrari built in a total of 32 units only during 1964 and 1965. Real ones are valued at approximately US\$ 5 Million today. Back in 1983 I have authored and published a detailed book about these cars and know a bit or two about this model. I find it rather strange that Hallingby goes public with such a statement, especially because he should know that his 250 LM cannot be real.


With my best regards

Marcel Massini

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E-Mail [marcel@massini.cc](mailto:marcel@massini.cc)

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<b>State of Connecticut</b> <b>Dept. of Public Safety</b> <b>Narrative Report</b>  <b>DPS-302-C (Revised 04/03)</b>	<b>REPORT TYPE:</b> <input type="checkbox"/> INITIAL CONTINUATION <input checked="" type="checkbox"/> SUPPLEMENTARY <input checked="" type="checkbox"/> RE-OPEN <input type="checkbox"/> ASSIST <input checked="" type="checkbox"/> CLOSING	<b>ATTACHMENTS:</b> <input type="checkbox"/> STATEMENTS <input type="checkbox"/> PHOTOGRAPHS <input type="checkbox"/> SKETCH MAP <input type="checkbox"/> EVIDENCE <input type="checkbox"/> TELETYPE <input checked="" type="checkbox"/> OTHER	<b>DPS INCIDENT NUMBER:</b> <b>0800265932</b>  <b>Page 1 of 2</b>
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Action Taken: On October 8<sup>th</sup>, 2008 at 1339 hours, {all times approximate} this Detective received an e-mail from Marcel Massini, a known Ferrari expert, detailing information about another of Mr. Hallingby's Ferrari automobiles. According to Mr. Massini, this particular Ferrari, a 1964 Ferrari 250LM with vehicle identification number 6045 was originally destroyed in a fire after a car crash in 1969 in Hollywood, CA. Mr. Massini stated that the fire was started accidentally with a cigarette. Mr. Massini stated in his e-mail that "bits and pieces" of this Ferrari were later sold to various people. He stated that in 1982, the engine only was owned by a "Richard Freshman" of Chatsworth, CA. Mr. Massini stated that a complete car later appeared and after several owners, it was sold by Nicholas Soprano to Mr. Hallingby. Mr. Hallingby later showed this Ferrari at the 2006 Greenwich Concours. Mr. Massini stated that a second 1964 Ferrari 250LM with vehicle identification number 6045 was recreated in Switzerland and Italy and later sold to someone in Japan. Mr. Massini stated that in his professional opinion, neither of these two cars has enough of the original pieces to be considered a true restoration. Mr. Massini stated that he considers both to be replicas or "fakes." Mr. Massini stated that Mr. Hallingby's Ferrari may have the original engine but not the old chassis.



Mr. Massini stated that he learned from Mr. Soprano that Mr. Hallingby is "desperately" trying to have his 1964 Ferrari 250LM with vehicle identification number 6045 authenticated by the Ferrari Factory in Italy. This presumably would increase its value.


Mr. Massini stated that he is the author of a 1983 book "Ferrari 250 LM." He stated that he knows a "bit or two" about this particular model.

On January 15<sup>th</sup>, 2009 at 1310 hours, Mr. Massini again e-mailed this Detective to advise that the "Sports Car Market" magazine featured an article about Ferrari 250 LM automobiles. In the article, Mr. Hallingby wrote a segment about his 1964 Ferrari 250LM with vehicle identification number 6045. He claims that the car was set on fire by a "police flare (I'm from the government and I'm here to help you!)" Mr. Hallingby writes that some years later, Richard Freshman found "most of the salvageable parts and began reconstruction." Mr. Massini reiterated in this e-mail that there are two cars with the same vehicle identification number and that Mr. Hallingby "should know that his Ferrari 250 LM cannot be real."

Mr. Massini offered the aforementioned information in an effort to show that Mr. Hallingby is not above unscrupulous behavior when it comes to Ferrari automobiles. In addition to that, this Detective believes that because Mr. Hallingby has again demonstrated his knowledge of the history of the Ferrari automobiles that he owns, it is unlikely he did not know about the history of the Ferrari bearing vehicle identification number 0799GT.

Similar Ferrari 250LM models are value by the "Sports Car Market" at \$4,500,000.00 to \$6,000,000.00. One sold at auction in October of 2008 for over \$3,617,020.00. {Source-"Sports Car Market" magazine; February 2009}

<b>CASE STATUS:</b>		<b>TYPE OF EXCEPTIONAL CLEARANCE:</b>			
<input type="checkbox"/> 1-ACTIVE	<input type="checkbox"/> 4-EXCEPTIONAL CLEARANCE	<input type="checkbox"/> A-OFFENDER DECEASED	<input type="checkbox"/> D-VICTIM UNCOOPERATIVE		
<input type="checkbox"/> 2-CLEARED ARREST	<input type="checkbox"/> 6-NO CRIMINAL ASPECT	<input type="checkbox"/> B-PROSECUTION DENIED	<input type="checkbox"/> E-JUVENILE-NO CUSTODY		
<input checked="" type="checkbox"/> 3-SUSPENDED	<input type="checkbox"/> F-FUGITIVE	<input type="checkbox"/> C-EXTRADITION DENIED			
<small>THE UNDERSIGNED, AN INVESTIGATOR DULY SWORN, DEPOSES AND SAYS THAT: I AM THE WRITER OF THE ATTACHED POLICE REPORT PERTAINING TO THIS INCIDENT NUMBER. THAT THE INFORMATION CONTAINED THEREIN WAS SECURED AS A RESULT OF (1) MY PERSONAL OBSERVATIONS &amp; KNOWLEDGE; OR (2) INFORMATION RELAYED TO ME BY OTHER MEMBERS OF MY POLICE DEPARTMENT OR OF ANOTHER POLICE DEPARTMENT; OR (3) INFORMATION SECURED BY MYSELF OR ANOTHER MEMBER OF A POLICE DEPARTMENT FROM THE PERSONS NAMED OR IDENTIFIED THEREIN, AS INDICATED IN THE ATTACHED REPORT. THAT THE REPORT IS AN ACCURATE STATEMENT OF THE INFORMATION SO RECEIVED BY ME.</small>					
INVESTIGATOR SIGNATURE	INVESTIGATOR ID	REPORT DATE	SUPERVISOR SIGNATURE	SUPERVISOR ID	APPROVAL DATE
	732	01-30-09		155	02/10/2009
<b>Det. Richard Van Tine</b>					

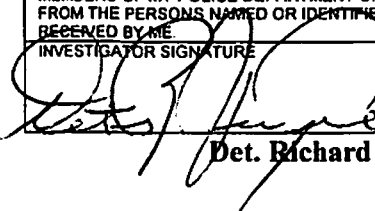

<b>State of Connecticut</b> <b>Dept. of Public Safety</b> <b>Narrative Report</b>    <b>DPS-302-C (Revised 04/03)</b>	<b>REPORT TYPE:</b> <input type="checkbox"/> INITIAL CONTINUATION <input checked="" type="checkbox"/> SUPPLEMENTARY <input checked="" type="checkbox"/> RE-OPEN <input type="checkbox"/> ASSIST <input checked="" type="checkbox"/> CLOSING	<b>ATTACHMENTS:</b> <input type="checkbox"/> STATEMENTS <input type="checkbox"/> PHOTOGRAPHS <input type="checkbox"/> SKETCH MAP <input type="checkbox"/> EVIDENCE <input type="checkbox"/> TELETYPE <input checked="" type="checkbox"/> OTHER	<b>DPS INCIDENT NUMBER:</b>  <b>0800265932</b>  <b>Page 2 of 2</b>
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In the same addition of the "Sports Car Market" magazine, there is an article on a "1961 Aston Martin DB4GT Zagato Re-Creation." Mr. Hallingby owns one of these as well and also wrote a segment of the article detailing the history of his Aston Martin DB4GT0196R, a Sanction II Zagato. Mr. Hallingby writes not only about his car, stating that the only "former owner was Simon Draper, a well known Aston collector in the UK," but that "Aston skipped four serial numbers in its original production run" and that "some years later, when the style of the car had become widely viewed as a classic, Victor Gauntlett decided to build the last four cars." Mr. Hallingby wrote that "they were different in several ways: a 4.2 liter (vs. 3.7) engine producing 350 horsepower, extended inlet manifolds, better front suspension geometry, and smaller, wider (15" x 6")Borranis." He closes his segment writing "that most of the 19 Zagatos have been upgraded to Sanction II specs, making them virtually indistinguishable."

Once again, Mr. Hallingby has demonstrated his knowledge of the history of the collector automobiles that he owns.

Attached to this report are the aforementioned e-mails from Mr. Massini and the article from "Sports Car Market" magazine-February 2009 edition.

This case remains closed Suspended.

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INVESTIGATOR SIGNATURE 	INVESTIGATOR I.D. 732	REPORT DATE 01-30-09	SUPERVISOR SIGNATURE 	SUPERVISOR I.D. AS	APPROVAL DATE 02/10/2009

Det. Richard Van Tine

# Keith Martin's Sports

The Insider's Guide

# Car Market

Buying, Investing, Values, and Trends

# \$3.6m

## 250 LM

Sports Racing Bargain



February 2009  
\$6.00US \$6.00CAN

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- ▶ No ordinary Camaro—'67 Nickey Stage III makes \$446k
- ▶ DBAGT Zagato replica—well bought at \$530k

# 1965 Ferrari 250 LM Berlinetta

Cars that were once wild girlfriends have become trophy wives, with all the cattiness that accompanies competitive collecting

by Thor Thorson

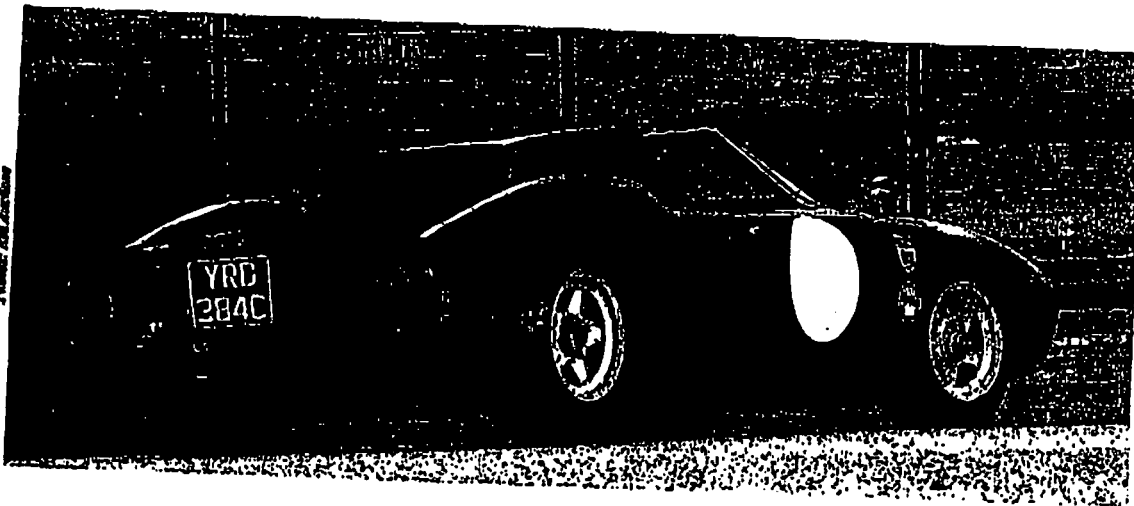


Photo: RM Auctions

Chassis number: 6173  
Engine number: 6173

**B**y 1962, it was becoming clear that the 250 GTO was no longer competitive, and something completely new was required. So starting in 1961, Ferrari began experimenting with a rear-engine design.

A series of V6 and V8 prototypes named "Dino," after Ferrari's late son, were developed, and their early success seemed to show that Ferrari was on the right track. The new layout provided better balance and improved traction with the engine over the driving wheels. The result was the 250 P.

Completely new in appearance, it incorporated a rear-mounted transaxle and a dry-sump version of the venerable V12 engine. The 250 P enjoyed considerable success, including the ultimate sports car racing achievement—victory at the 1963 24 Hours of Le Mans.

With a replacement for the 250 GTO now due, the easiest solution was to put a roof on the 250 P. Pininfarina accepted the assignment, and the result was the unconventional but undeniably pretty 250 Le Mans Berlinetta, or 250 LM. The only hurdle remaining was homologation in the GT class. Enzo Ferrari told the FIA that the new 250 LM was a variant of the 250 GTO. Even the car's name was part of the strategy. Given that all but the first prototype were fitted with the 3.3-liter version of the Colombo V12, the car should have been called the 275 LM. Unfortunately, it was all in vain, as even the FIA could not be convinced that the radically new sports car, with its rear engine, transaxle, and all new bodywork, was in any way related to the GTO.

The example presented here, 250 LM s/n 6173, was sold in April 1965 to the Italian Scuderia Sant Ambrosio Racing Team. Driver Edoardo Luaidi Gabardi scored

fine placings in Italian club races, while in international events, drivers Tarainazzo/Signala teamed up for several successful events, including a first in class at the 1965 Targa Florio. The Scuderia then sold 6173 to Swiss Ferrari dealer Peter Monteverti, who registered the car for street use for its subsequent owner.

**SCM Analysis** This car sold for \$3,617,020, including buyer's premium, at RM's Automobiles of London auction at Battersea Evolution, London, on October 29, 2008.

"Though various front-engined racing Ferraris were converted to street use, very few of the mid-engined racers can claim such use as part of their resume. By the mid-1960s, racing had become way too specialized. I can personally attest that this car legitimately tried, though. Its history shows that it came to the U.S., then ended up for sale in Seattle. In the spring of 1969, I was visiting friends when I wandered into Contemporary Classics, a small exotic car dealership.

Down in the basement was a Lusso with a crunched fender and a "streetable" 250 LM, both for sale. I was hooked. I figured out that I could barely afford the Lusso (which I bought), but they wanted \$11,000 for the LM, so it was way out of my range.

A friend did take it out for an after-midnight "test drive" and tells of coming back downtown on the freeway, pretty much flat out in top gear, and passing a cop who was doing about 60 mph. The cop turned on his lights but was out of sight behind the LM in moments.

My friend bailed off the freeway and sneaked home on back streets, living one of those fantasies we used to get away with now and then. The LM was a terrible

## Details

Years produced: 1964-65  
Number produced: 32  
Original list price: \$20,000  
SCA Valuation: \$4,500,000-\$6,000,000  
Cost per hour to race: \$2,500  
Chassis #: Rear cross member on gearbox bracket  
Engine #: Right rear of block on side  
Club: Ferrari Owners Club  
18000 Studebaker Rd., Ste. 700  
Cerritos, CA 90703  
More: [www.ferrariownersclub.org](http://www.ferrariownersclub.org)  
Alternatives: 1969 Ford GT40, 1965 Shelby Cobra Daytona coupe, 1970 Porsche 917K  
SCM Investment Grade: A

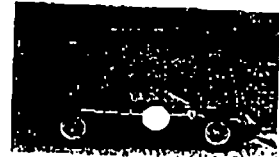
## Comps



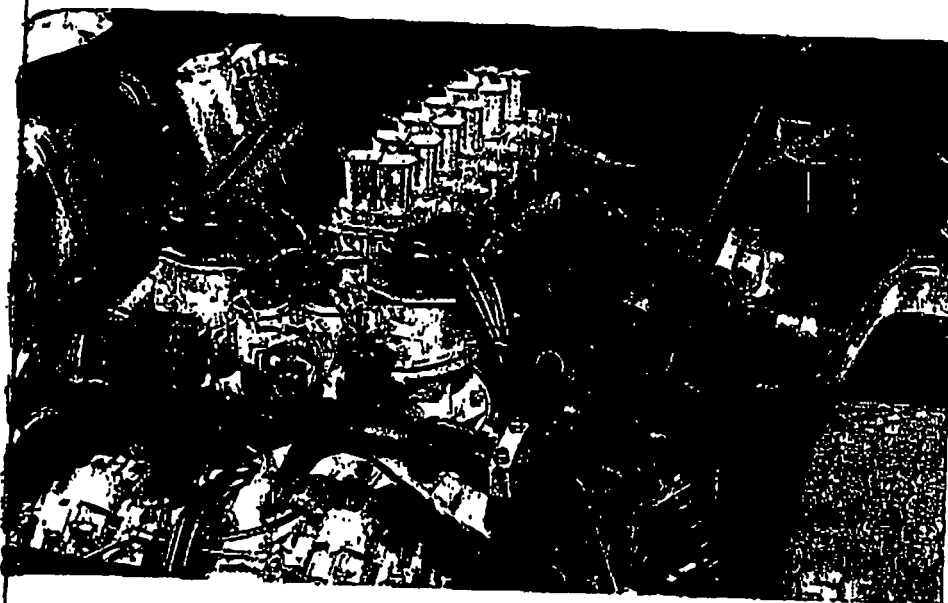
1964 Ferrari 250 LM  
Lot# 339A, s/n 5845  
Condition 2  
Sold at \$6,979,225  
RM, Maranello, ITA, 5/18/2208



1961 Ferrari 250 GT "Broadway"  
Lot# 32, s/n 28196T  
Condition 3+  
Not sold at \$9,000,000  
Christie's, Monterey, CA, 8/18/2005  
SCM# 38846



1964 Ferrari 250 LM  
Lot# 24, s/n 6023  
Condition 2  
Sold at \$2,147,500  
Christie's, Pebble Beach, CA, 8/28/1999  
SCM# 12175



street car, by the way, a softer clutch and mufflers (and a heater!) being the only concessions made to civility.

### Beaten up horribly in its "retirement"

Forty years later, here I am writing about it. We've both seen a lot of miles since then, though I hope to claim this LM has had a rougher life. I've often held forth on these pages about how racing cars are seldom the blushing virgins that collectors who spend megabucks to own them would like them to be, but this car is different in that it survived its racing career unscathed, only to be beaten up horribly in its "retirement."

In 1973, the car left the road in a Nevada event and plunged into a twelve-foot ditch. It was badly damaged. The insurance company totaled it and the wreck was sold to an ex-NART mechanic who restored it himself over a period of years. In the process, the front bodywork was rebuilt to standards maybe acceptable in 1976, but not today.

There followed a rather uneventful 30 years with a succession of owners, including a sale at RM's Amelia Island auction in 2000 (for \$2,310,000, SCM# 18038). A few years ago it was launched off the road at the Modena Cento Ore Classic, only to land on its roof. Though fixed, the damage was done—yet another story. Somewhere along the way it also lost its correct Borrani wire wheels and got a set of five-spokes, along with some truly awful mirrors on stalks. When it showed up at this auction, it had a lot of asterisks attached to it.

Though we all get misty-eyed when we think back on the good old days when these cars were bad boy toys, flung about with joyous abandon in midnight romps that presumed disposability of the cars and immortality of the drivers, the reality is that Ferrari collectors today are generally a very sniffy bunch. The cars that were once wild girlfriends have become trophy wives, with all the cattiness that goes along with competitive collecting. Tawdry backgrounds extract a toll when the world knows what you're showing. And in today's wired world, rare is the important car that comes to market without its every secret revealed.

### A real car that needs a nose job

In an environment that prides itself on blemish-free perfection, this car is what I characterize as "les drégs

de la crème." There's no doubt it is part of the "crème." It's a real car with a good competition history, and it has its original engine and transaxle, mostly (if not completely) original frame and suspension, and it appears to be in excellent mechanical condition. The body, particularly the nose, is not correct, and apparently the tanks and exhaust are incorrect as well, but it's a real, honest 250 LM. It's just not a very good example. Think of it like the nick and dent rack in a very snooty and exclusive store; you can find tremendous value if you're willing to ignore the whispering and raised eyebrows from the people who are proud of buying off the front display.

I'm interested that the vendor didn't choose to spend the time and money to resolve the various issues before putting it up for auction; even paying factory prices, they could have been largely dealt with for a fraction of the car's value. On the other hand, there is something refreshing about an old racing car with intervening history being presented and sold as such, blemishes and all. The market for "crème de la crème" LMs is about \$7 million these days (even post-crisis), so this example sold at a huge discount. If the buyer was looking for an honest old Ferrari 250 LM for a collection, not a bauble to dazzle the audience, I'd say this car represents excellent value. Well bought. ♦

(Introductory description courtesy of RM Auctions.)

### Seat Time

**Archie Urduoli, Casey Key, FL:** The Ferrari 250 LM and its open-top sister car, the 250 P, were introduced in the early 1960s, and were the base of Ferrari's Le Mans, GT, and sports car racing efforts in those years. The cars were light, relatively durable, and versatile, winning many important races, including Le Mans in 1965.

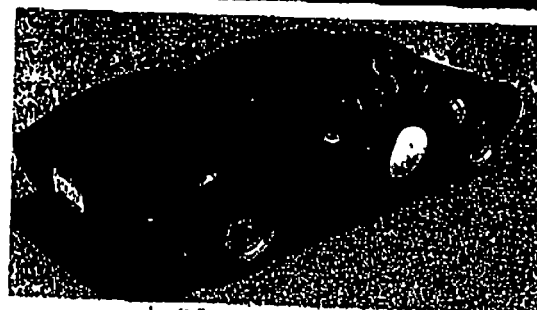
I've never owned one, but thanks to my friend David Piper, who loaned me his 250 P for the Goodwood Revival a few years ago, I have had the pleasure of racing one against some pretty good competitors. If I were to use one word to describe the car, it would be "balance." In either 3.0- or 3.3-liter guise, it may not have the off-the-line acceleration of some period race cars, or the ultimate top speed of others, but it does everything very well, with turbine-like acceleration all the way to 8,000 rpm, great mid-range acceleration in the corners, beautiful neutral handling that won't bite you, and excellent brakes. The car truly makes the driver look good.

As if a great racing package weren't enough, the car also has an excellent aerodynamic design and a lovely, purposeful look that has stood the test of time. My personal taste favors the lines of the open 250 P, but both versions are visually stunning. I consider myself privileged to have experienced one.

**Barney Hallingby, Sharon, CT:** I am the proud owner of s/n 6045, the original Bill Harrah car. It was set on fire many years ago in a road accident when a ruptured gas tank leaked fuel, which was ignited by a police flare (I'm from the government and I'm here to help you!). The car was left for dead, as the value at that time didn't justify rebuilding it. Some years later, Richard Freshman found most of the salvageable parts and began the reconstruction. Today it is a magnificent image of its former self.

I liken driving it most closely to driving a GT40 (I used to own s/n 1069): small cockpit, right-hand drive, engine directly behind, huge acceleration, and massive torque. While 6045 is one of the "road cars" (as was 1069), that is really the equivalent of a sheep in wolf's clothing. The only real problem in both cars is getting in and out, but that is my fault, not theirs.

While this is not exactly the user-friendly car you can drive to the supermarket, the experience behind the wheel is so invigorating that the thrill will last a long time between rides. I refer to it as the poor man's GT0, the last affordable Ferrari with a great race history that came in both track and street versions. ♦

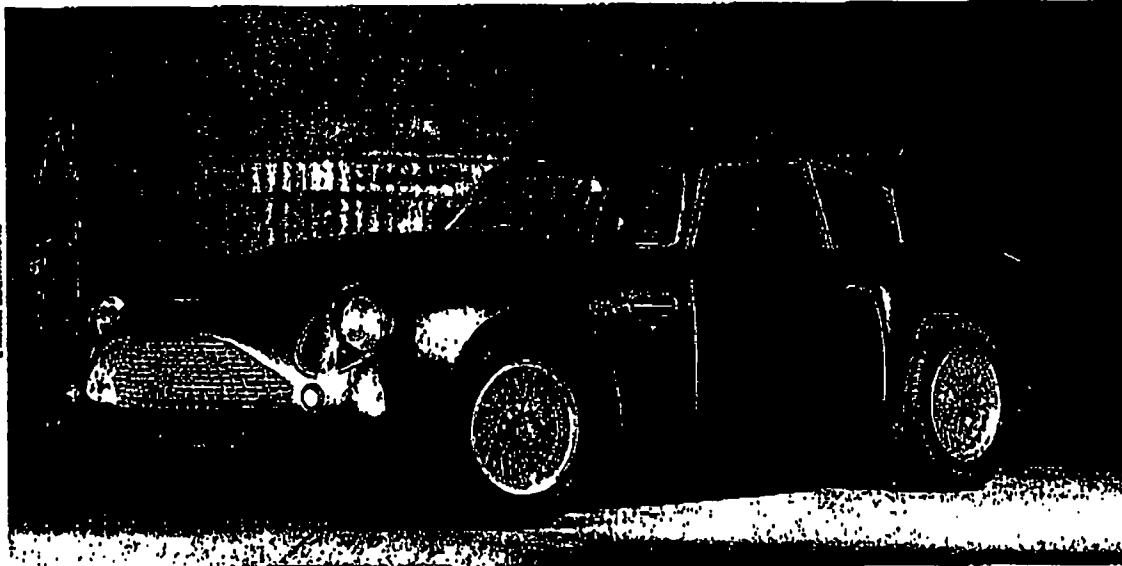


Hallingby's 250 LM, s/n 6045

# 1961 Aston Martin DB4GT Zagato Re-creation

I doubt whether anybody could tell the difference between this and a Sanction II without looking at the chassis number

by Paul Hardiman



Chassis number: DB4483R

The competition variant of the legendary Aston Martin DB4, the DB4GT, was introduced in September 1959 at the London Motor Show. It was based on the race-winning prototype DP199/1, which won in its first outing at Silverstone in May 1959 in the hands of Stirling Moss. That was the year in which Aston Martin chairman David Brown's race program had beaten Ferrari in sports cars, winning Le Mans outright and taking the World Sports Car Championship.

The DB4GT was developed for increased performance by making it shorter, lighter, and more powerful than the DB4. The 3,670-cc DOHC engine was extensively modified, featuring a higher compression (9:1), a twin-plug, dual-ignition cylinder head, and breathing through triple twin-choke Weber 45DCOE carburetors. Power output was claimed at 304 hp, a useful increase from the claimed 240 hp of the standard car, and qualified the GT as the most powerful British car of its era. Maximum speeds during testing reached 153 mph with a 0-60 mph time of 6.1 seconds. It was one of the first cars that could go from standstill to 100 mph and back again in under 20 seconds—a tribute, in part, to its up-rated Girling braking system, as used in Aston Martin's sports racers of the era.

By 1960, coachbuilder Zagato's fame was at its pinnacle, with GT racing and rallying virtually dominated by cars wearing its bodies. Upping the ante to compete with the Ferrari 250 GT SWB, the Torinese firm was commissioned to create an even lighter version of the DB4GT. The Zagato edition was to be equipped with an up-rated version of the DB4GT engine, now producing 314 hp. Though 25 were planned, only 19 were built,

and no two were exactly alike.

In 1989, Aston Martin boss Victor Gauntlett authorized the production of four more GTZs, to be known as "Sanction II" cars, which would use up unallocated chassis numbers from the original series. Led by Works racing specialist (and world-famous restorer of Astons) Richard Williams, the completed chassis were sent to the workshops of Zagato, where Mario Galbiati was heading up the project.

To ensure that the bodies of the Sanction II cars were identical to the originals, Williams had his own car sent to Italy to be dismantled and used as a template. The finished cars are perfect tributes, with just a few modifications to improve handling, plus 4.2-liter engines. They were offered for £750,000 (about \$1.2m at that time) each, around half the then-current market value of one of the original 19 cars, and they are considered part of the ongoing DB4GT Zagato legacy.

This car can legitimately claim direct lineage to the Sanction II project. Having built the bodies for the four Sanction cars, Mario Galbiati embarked on the production of one final car that he intended to keep for himself. With the experience he had accumulated in the building of the other cars, this was to be the best one he had ever made. But before it was even completed, an Italian collector heard of the project and convinced Galbiati to sell. Only recently completed, it went back to RS Williams in September 2008, where all engine settings were checked and the car was road tested. Williams reports the car is a stunning and properly built example that requires some final fettling and detailing to be set up correctly for use on road or track.

## Details

Years produced: 2008 (Sanction II cars 1989-91)  
 Number produced: 1 (SI1 cars: 4, originals: 19)  
 Original list price: DB4 £4,084, Sanction II £750,000 (then about \$1,200,000)  
 SCM Valuation: \$450,000  
 Turn-up cost: \$1,600 (RS Williams)  
 Distributor cap: \$81 (x2) (RS Williams price)  
 Chassis #: Under hood on top of scuttle  
 Engine #: On nearside of cylinder block next to dynamo  
 Club: Aston Martin Owners' Club  
 Droyton St. Leonard  
 Wallingford, Oxfordshire OX10 7BG UK  
 More: [www.amac.org](http://www.amac.org)  
 Alternatives: Ferrari 250 GT/SWB replica, Aston Martin DB4 resto-mod, Shelby Cobra Daytona Coupe replica  
 SCM Investment Grade: C

## Comps



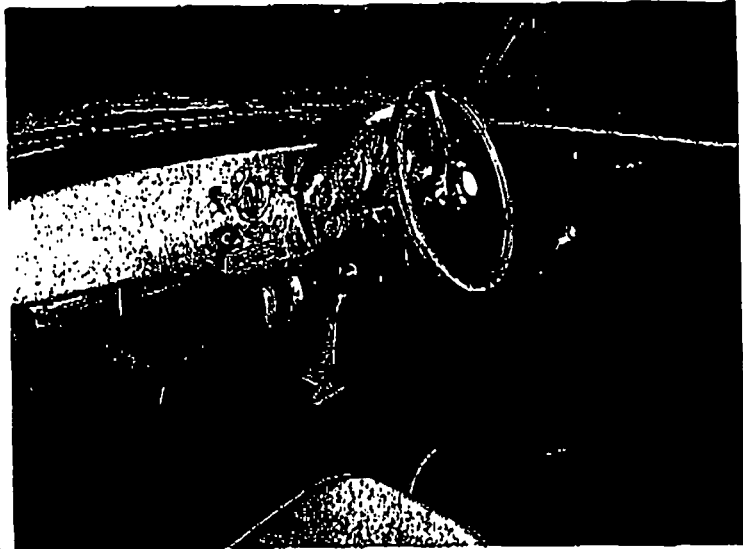
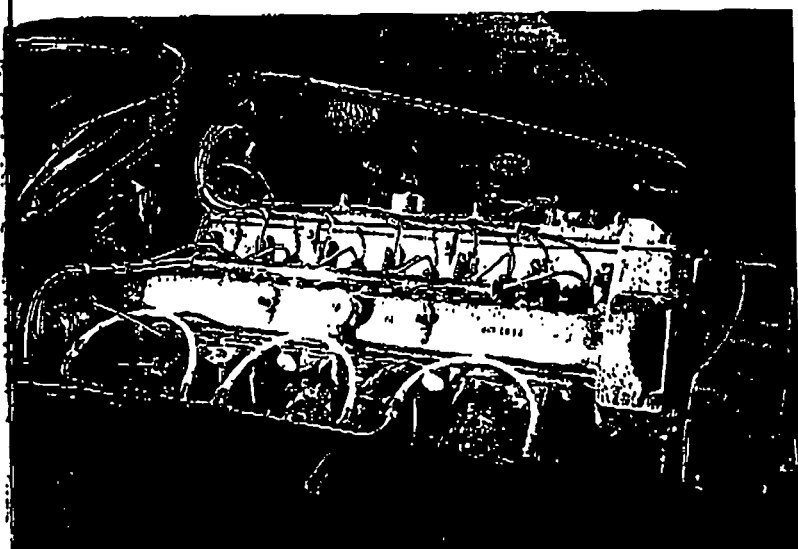
1942 Aston Martin DB4GT Zagato  
 Lot# 84, s/n DB4GT0190L  
 Condition 1  
 Sold at \$2,495,000  
 RM, Phoenix, AZ, 1/28/2005  
 SCM# 37366



1961 Aston Martin DB4GT Zagato  
 Lot# 247, s/n DB4GT0199L  
 Condition 2  
 Not sold at \$2,450,000  
 RM, Monterey, CA, 8/19/2005  
 SCM# 39196



1961 Aston Martin DB4GT Special  
 Lot# 158, s/n DB4GT0148R  
 Condition 1  
 Not sold at \$1,229,215  
 Bonhams, Newport Pagnell, UK, 5/18/2005  
 SCM# 41983



**SCM Analysis** This car sold for \$529,320, including buyer's premium, at RM's Automobiles of London sale at Battersea Evolution, London, on October 29, 2008.

Built to exact DB4GT Zagato specification ("raped" is how Richard Williams has described the Sanction II process of copying his own GTZ), the iconic shape has been perfectly re-created by the same hands that built the original cars from the 1960s, and the detailing evokes all of the emotion of the original.

Galbati started with chassis DB4483R, shortened it to GTZ specifications, and then crafted a new car on top. The engine and gearbox, by RS Williams, cost more than \$65,000 in 2004. The motor looks correct in every detail, with its original DB4GT twin-plug head, but inside there is a steel billet crankshaft, Carrillo rods, and Cosworth pistons, sucking through triple Weber 45DCOE carburetors, as per the original. Power is now a claimed 340 hp at 5,500 rpm, which rather leads one to suspect a Sanction II-style 4.2 under the hood, rather than the 3,670-cc quoted in the catalog.

**This car is half the price of a Sanction II**

Finished in the same Sanction II shade of green, the car was completed early in 2008 and is presented in fresh condition. The interior is correctly detailed with Smiths instruments (5,500 redline tach) and subdued trim, with good detailing in the trunk, including the riveted tank and new double-ended SU fuel pump (now in production again with Burlen Fuel Systems). Aside from the 74,000 miles showing on the clock, presumably a legacy from the donor car, this car is new and unmarked.

Richard Williams pointed out that when new, the Sanction II cars were about half the price of the real thing. This is about half of that price for a car that is as good as a Sanction II, just not officially endorsed by the company. I doubt whether anybody could tell the difference between this and a Sanction II without looking at the chassis number. These five cars do differ from the originals in chassis detail, however.

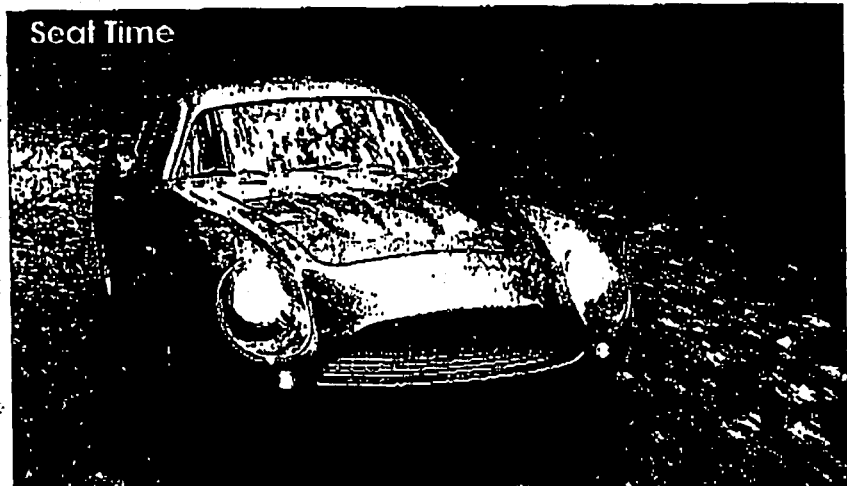
A good Porsche RS 2.7 replica is about 40% of the price of a mint original, and this car looks like an even better value if you follow the same logic. A real GTZ is now about \$4 million, a Sanction II something like half that, and this car around an eighth of an original. It's 50% more than a decent GTO replica, but one of those is only about one-fiftieth of the price of the real thing. However you slice and stack the numbers, this car brought about 75% of its lower estimate, as did most of the cars at this sale. In this climate, the seller should be happy with that.

Whatever its relative value, one might argue that it devalues the Sanction II cars—and what's to stop Galbati from making more? Will we see Ferrari-style "cease and desist" suits flying about in an attempt to stop re-creations from wearing Aston Martin badges? Only time will tell.

I suggest that if you see this car as exactly what it is—an exquisitely hand-crafted GT car to enjoy, for roughly the price of the donor car plus the labor—the value equation starts to make sense. However, I can't resist commenting that in the end, it's a shame to waste another DB4. ♦

(Introductory description courtesy of Bonhams.)

**Seat Time**



Barney Hallingby, New York, NY: In 2002, I purchased DB4GT0196R, a Sanction II Zagato. The original and only former owner was Simon Draper, a well-known Aston collector in the U.K. The car arrived with a mere 5,000 miles on the odometer, a virtual virgin!

As you may recall, Aston skipped four serial numbers in its original production run. Some years later, when the style of the car had become widely viewed as a classic, Victor Gauntlett decided to build the last four cars. They were different in several ways: a 4.2-liter (vs. 3.7) engine producing 350 hp, extended inlet manifolds, better front suspension geometry, and smaller, wider (15" x 6") Borraris.

The car is a dream to drive; it's quick, responsive, and sounds great. Its 6-cylinder, twin-plug engine, in combination with three Weber carbs, produces a wonderful driving experience. Light on its feet with excellent handling, it is an absolute joy to drive. Not surprisingly, most of the original 19 Zagatos have been upgraded to Sanction II specs, making them virtually indistinguishable.



**Richard Vantine**

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**From:** Richard Vantine [MVTf4@PO.STATE.CT.US]  
**Sent:** Thursday, January 15, 2009 3:46 PM  
**To:** 'Marcel Massini'  
**Subject:** RE: Ferrari #0799 GT Barney Hallingby

Dear Mr. Massini,

I thank you for the information. It is of great interest to me. I believe you had related the story on this car to me in the past. Was the original destroyed in a fire after a car accident a number of years ago? I will try to obtain a copy of the ad for myself. Also, I had the most interesting conversation with Scott Rosen, as you know a previous owner of 0799GT. Mr. Rosen was surprised to hear of the seizure of 0799GT, stating that he believed the original sale of the car to Mr. Triarsi from the "owner" in Spain was legal and the problems merely the result of a dispute between that man and another "partner" in ownership of the car. I asked him about the attempted sale of the car to "Symbolic" and why that deal fell through. He told me that "Marcel Massini did not want that sale to go through because he is somehow connected to Dr. Gerber" and he had a financial interest in seeing that deal fail." I found that to be a very interesting statement since if it were true that there was some connection, this action on your part would not be illegal. I also found it interesting because if there was a connection, and you knew who had possession of the car, why were the Police not immediately contacted by you? His statement did not make sense but I certainly did not divulge our previous conversations. I then asked him if he told Mr. Hallingby of the attempted sale to "Symbolic." He did not recall. He did state that he had information proving that the shipment of the car from Europe to America was legitimate and he told me that after he speaks with an attorney, he will contact me. This was several weeks ago. We shall see what happens...

Thank you again for your continued interest and assistance in this case.  
 Happy New Year!  
 Richard.

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**From:** Marcel Massini [mailto:marcel@massini.cc]  
**Sent:** Thursday, January 15, 2009 1:10 PM  
**To:** 'DPS,MVTf4'  
**Subject:** Ferrari #0799 GT Barney Hallingby

Dear Mr. Van Tine

Not sure if this is of interest to you or not but in the February 2009 issue of the U.S. magazine "Sports Car Market", on page 47, bottom right, Mr. Hallingby in a letter claims to own a Ferrari 250 LM serial number 6045. Two cars are claiming this same serial number. The other one is currently in England. One of these is a complete FAKE and replica with a brand new chassis.

A 250 LM is a competition Ferrari built in a total of 32 units only during 1964 and 1965. Real ones are valued at approximately US\$ 5 Million today.

Back in 1983 I have authored and published a detailed book about these cars and know a bit or two about this model.

I find it rather strange that Hallingby goes public with such a statement, especially because he should know that his 250 LM cannot be real.

With my best regards

Marcel Massini

**MASSINI AG**  
 In der Hoeh 12  
 CH-8604 Volketswil (ZH)  
 Switzerland

**Richard Vantine**

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**From:** Marcel Massini [marcel@massini.cc]  
**Sent:** Wednesday, October 08, 2008 1:39 PM  
**To:** 'DPS,MVTF4'  
**Subject:** Hallingby 250 LM #6045

Dear Mr. Van Tine

The REAL and GENUINE 1964 racing Ferrari 250 LM #6045 was destroyed in a fire in June 1969 on Sunset Boulevard in Hollywood/CA when an automobilist smoking a cigarette inflamed the fuel after an accident with the Ferrari.

Bits and pieces were later sold to various people. In 1982 the engine only was owned by Richard Freshman of Chatsworth/CA. Later on a new car appeared. It was built from various parts and had gone through at least six owners until 2002. Soprano then sold that car to Hallingby and Hallingby showed HIS LM 6045 at the 3 June 2006 Greenwich Concours d'Elégance.

Meanwhile, a second 250 LM with the number 6045 was recreated in Switzerland and Italy and later sold to Japan.

I am the author of the book "Ferrari 250 LM", published 1982/1983 by Osprey in England, and know a bit or two about this particular model. I do believe that none of these two cars today (the Japanese one and the Hallingby one) actually really contain enough of the original old 6045 and I therefore consider both as reconstructions (or replias or fakes).

Hallingby's car may have the old original engine but NOT the old chassis frame.

I know from Nick Soprano that they are desperately trying to have the Hallingby car authenticated by the Ferrari Factory in Modena, Italy.

I sincerely hope that this will NOT happen.

Best regards

Marcel Massini

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