



Super Finds

CLASSIC RACE AND SPORTS CARS

LIMITED ART-EDITION

MICHAEL KLIEBENSTEIN





Ferrari 166 Touring Barchetta with dry sump engine. Found in Switzerland. Bought by Marzotto.



MICHAEL KLIEBENSTEIN publishes virtually unseen photographs of truly significant classic car finds of the 1960's and 1970's.

CORRADO CUPELLINI took the photos while chasing important classic race & sports cars all over the world.

This beautiful large format book showcases an impressive and amazing collection of pure automotive ecstasy.

Over 2000 previously unpublished images from the 1960's through the 1970's are unearthed in this book of mostly very important sports & race cars.

Very significant Ferrari, Alfa, Maserati, Astons, Porsche, Mercedes, Osca, Siata and many other marques are captured in fascinating images from all around the world: Italy, France, Africa, Germany, Switzerland, Holland, Great Britain, USA, Peru, Uruguay, Argentina, Brasil and many other countries.

The incredibly evocative black & white and early colour photography taken with a simple Minolta camera over a period of over four decades is astounding, capturing the essence of what it was like years ago to discover and chase important classic cars when they were worth next to nothing.

PHOTOGRAPHER AND CAR HUNTER CORRADO CUPELLINI was one of the first to photograph these highly significant & important classic cars in their natural habitat after they had been forgotten or hidden away to languish. Today, many of these magnificent vehicles are found only in museums or in the climatized garages of the most discerning collectors all over the world.

There is no other publication or volume that shows these unloved and sometimes abandoned but hugely important race & sports cars in such abundance.

In terms of quality and sheer number of cars shown, it seems a miracle that CORRADO CUPELLINI was fortunate enough to capture it all on his old Minolta film camera.

It is also symbiotic for the content of the book that author MICHAEL KLIEBENSTEIN discovered these over 4000 forgotten negatives almost by accident, all piled up in cardboard boxes in an old garage in Bergamo, near Milano.

WWW.MICHAEL-KLIEBENSTEIN.DE

The author MICHAEL KLIEBENSTEIN paid special attention to the sensitive photographic atmosphere captured in the precious old images and kept captions short to let photos speak.

**”All these very expensively made automobiles
were clearly destined for another world,
only they were hiding their true self behind a mask of triviality,
not to be recognized by their contemporaries
as the pieces of art they truly are. We have to respect them now
because they were built for eternity.
And they will out live us all.“**



You are looking at images that are 50 to 60 years old, that have never been seen before. Images that were not shot for artistic purposes or to be used as sales material. They are finally seeing the light of day after being uncovered in an old garage near Milano. They represent the true sense of a treasure hunt.

The discarded archive consisted of cardboard boxes and old ski bags full of prints and never before developed negatives of all different sizes, discovered by accident in the basement of the garage of the photographer's house.



Michael Kliebenstein

A lost archive of finding the world's most important collector cars.

The photos were taken and collected by CORRADO CUPELLINI, one of the earliest sports car collectors in Italy. The material consists of long-lost sports & race car finds in the most adventurous places. Pictures that were taken at the homes of some of the earliest car collectors and sometimes in very unique garages all over the world.

When I discovered these old prints and negatives a couple of years ago, they were stored under poor conditions in humid rooms under an Italian villa. After discovering the first of these old photos, I knew there must be more and began searching all over the house in old chests, boxes, drawers, bags and even under the cabinets, where I found even more fascinating material.

In order to develop the photos, I first had to find the right machines to get the negatives professionally developed, enlarged and scanned, a process that took approximately five months to complete. At times, even Corrado was amazed at what he had discovered so many years ago.

Sifting through all this astonishing material, my initial goal was to present all of those historical images found of very important and significant automobiles to the classic car world for research.

I believe some of the images will shed a new light on the originality and historical significance of some of the important cars that are now exhibited in museums or forever locked away in famous collections all over the world.



Mercedes 250SE Coupé towing Ferrari 250 TR Testa Rossa.



Maserati 200 S with rear damage. On top a Ferrari 206 SP that burnt at the Nürburgring. Both cars were found in France, towed home by Corrado's BMW 3,0 CSI.



Ferrari 275 GTB short nose, only 30.000 km. Stored in Bergamo. Bought by Paul F. Schowenbourg. Behind a little Renault and an Alfa Romeo SZ.

The dream is always there. Discovering a super rare classic car like a Ferrari 250 GT SWB Competizione or a California Spyder in the best color combination, in a long forgotten garage below lets say an old villa in Italy. Original paintwork and interior with beautiful original leather and carpets. The varnished dash is slightly crazed. As you open the door for the first time, you breathe in the distinctive odor of a different era. Both interior and leather are in very good shape, the big old instruments well oxidised, but otherwise perfect and complete. All knobs and switches are there and in very good condition. The glove box contains the dusty owner's manual and the original keys with a key fob from the original dealer in Modena. Next to it lies the original log book, and you find some invoices from the original manufacturer's documents printed on typical very thin paper, obviously with some hand written notes from the first owner. The chassis and engine number match. Behind the front seat you find the original tools containing a full set of factory tools in a leather roll, some of which are still wrapped in oil paper.

Imagine discovering the perfect classic car find

Below the dash you discover the old sticker for the first 6000 kilometres service still in place. In the engine compartment there is an oil hanger with the date of the last oil change from 1969 dangling from the speedo cable. You open the boot and find the slightly scruffy service booklet with service records done up to 21,000 kilometres with the last stamp from autumn 1968. Clearly the odometer reading of 28,320 kilometres must be correct! Next to an old umbrella on the back seat you find an old motor magazine and a photo album showing the owner of the car and his family in its heyday. You realize the owner was a very well known person of the era, a personal friend of Enzo Ferrari. Nothing beats an original classic car in its natural habitat.

Okay, you will say that that is an almost impossible dream. Although CORRADO CUPPELINI made it happen many times. Imagine the day he finds that Ferrari 212 Inter Cabriolet in a garden near Monza, a Bugatti Type 43a Grand Sport in a scrapyard in Argentina, a long lost Ferrari 250 GT SWB in Peru or a Mercedes 300 SL Gullwing in a Caracas backyard. Every collector dreams about this possibility – and its still possible.

A very experienced collector once said to me: "All these most carefully crafted automobiles were clearly destined for another world, only they were hiding their true self behind a mask of triviality, not to be recognized by their contemporaries as the pieces of art they truly are. We have to respect them now because they were built for eternity. And they will out survive us all."





Ferrari 250 GT California Spyder SWB covered headlights, discovered in Phoenix, Arizona. Nose and back were later modified.



I personally love the finds of ultra-rare cars in South America, the many race Ferraris that came out of there and how Corrado Cupellini transported those cars home.

The ultimate image to me, however is that of the Ferrari 250 GT SWB Competizione sitting on a roof near the old Monaco station. He placed it there with a fork-lift truck so that nobody could remove it while he was away boating in the Mediterranean.

That for me would become the iconic image for the entire archive. It really encompasses everything that classic car collectors' dreams are made of.





1961 Ferrari 250 GT SWB Competizione.

Found in the house of the mayor's son in Lima, Peru. Here on a roof top near Monaco station. It was delivered from Peru by train.



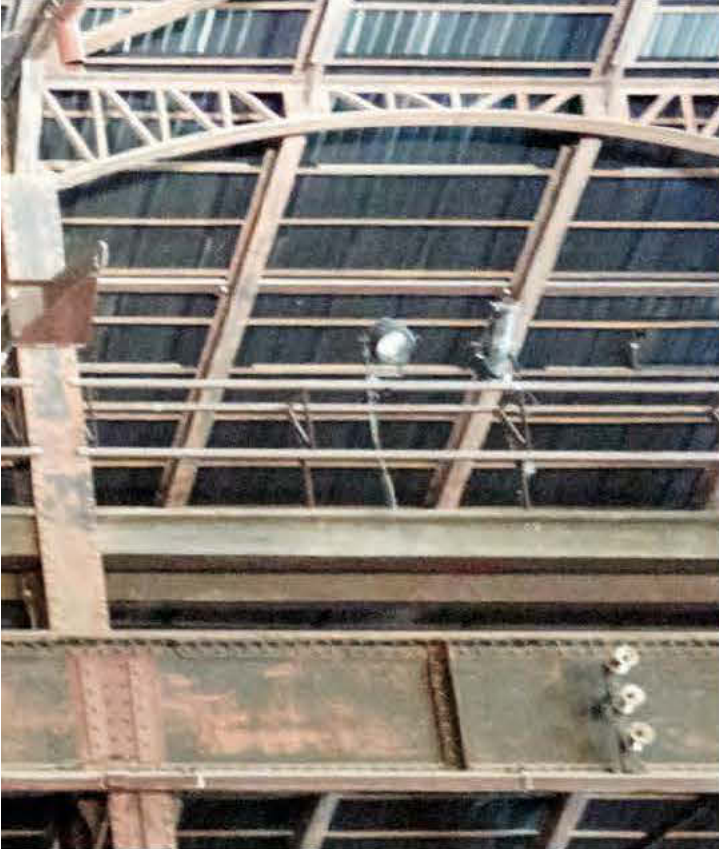
The previous Ferrari 250 GT SWB Competizione as found in Lima, Peru.





1952 Stanguellini 1100 Sport Internazionale Barchetta. Found in a Lombardia scrapyard.





Ferrari 166 Le Mans Berlinetta by Touring, #0048/MM sitting outside Pierre de Siebenthal's garage in Switzerland.





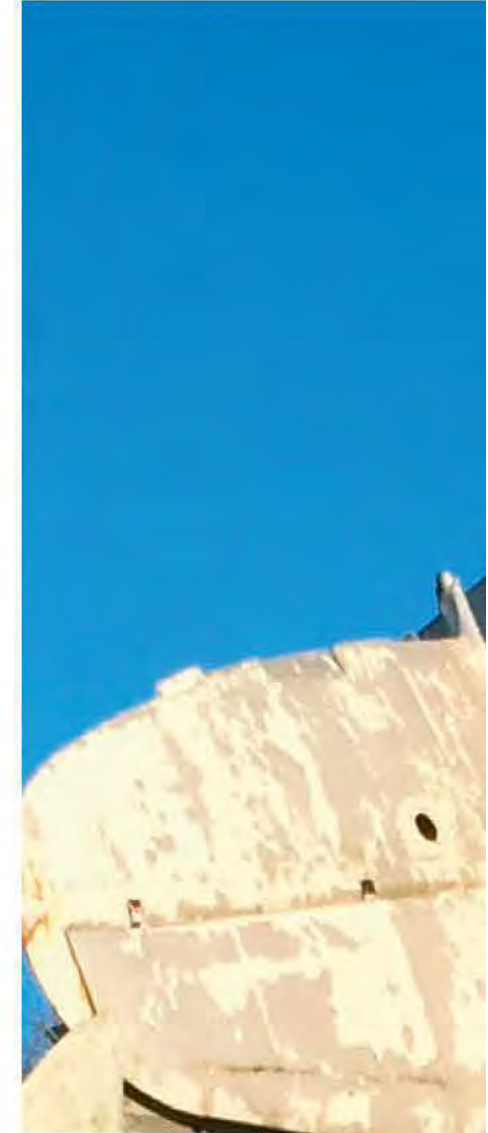
1962 Ferrari 250 GTO #3607 GT in Corrado's garage.



Porsche 917 #032. Abandoned by Solar Productions (Steve McQueen) in France.



Ferrari 250 GT Lusso body saved from the garden of "Johnny" Lurani.



Mercedes 300 SL Gullwing discovered 1972 in Caracas, Venezuela. An insurance case. Only 100 km from new, but sitting ten years outside.





Ferrari 250 GT SWB Competizione #1791. Found in South America. Rare ribbed gearbox type.

Ferrari 250 GT SWB California Spyder discovered in Phoenix, Arizona.





Ferrari 340 MM found in Niger. It was once used in Casablanca City.



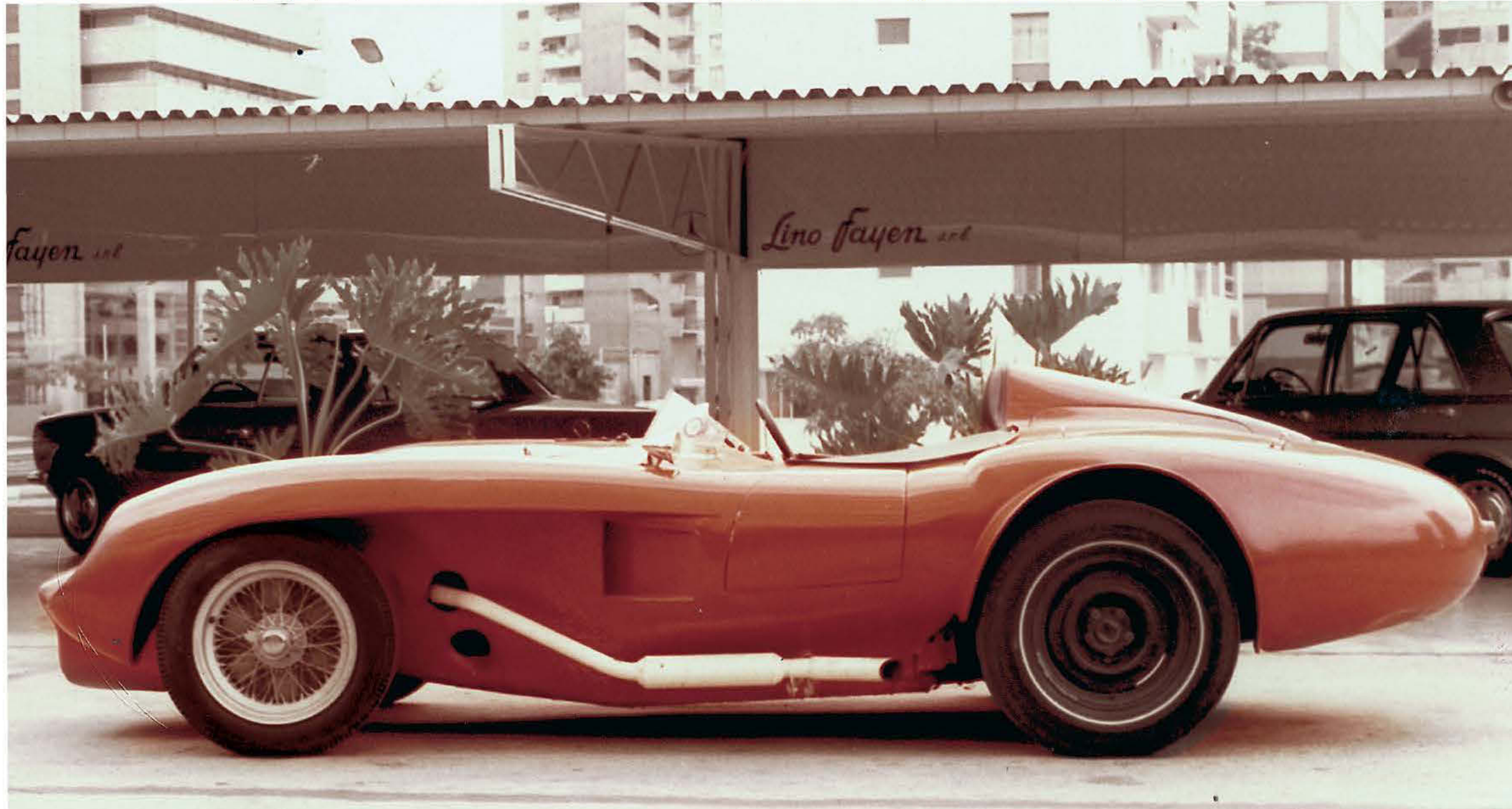
Not a Ferrari or Maserati, but an O.S.C.A. Tipo S Barchetta. Found in Northern Italy.





Ferrari 250 GT Tour de France LWB Berlinetta sitting next to a Lamborghini Miura S in the City of Munich. Note GTO type cut out in the rear wing. Series IV.

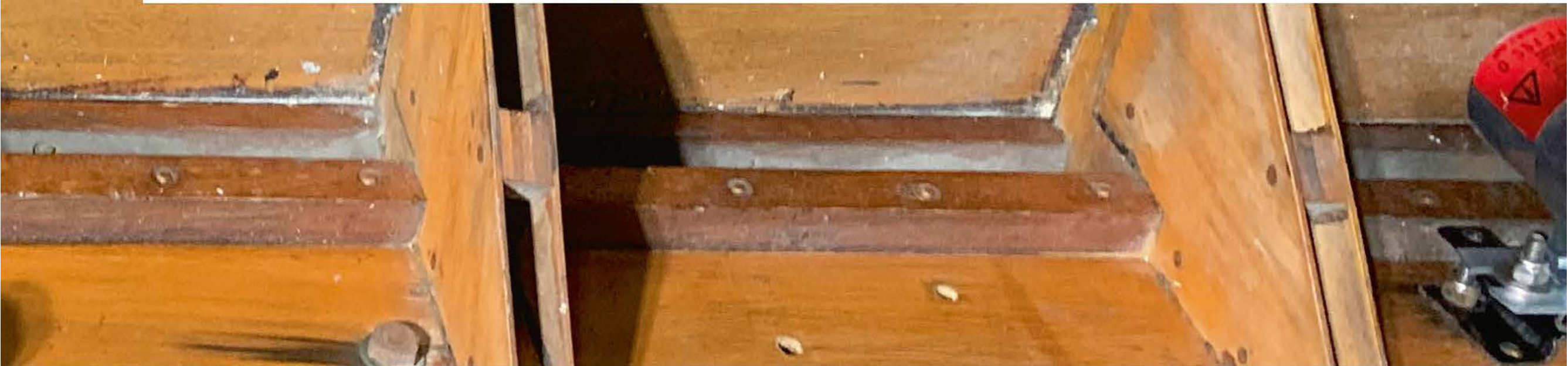
Ferrari 250 TR Testa Rossa #0758 ex Jerry Hall, found in Maracaibo, Venezuela. It had a Chevy engine. Corrado exchanged it for a Mercedes Transporter.





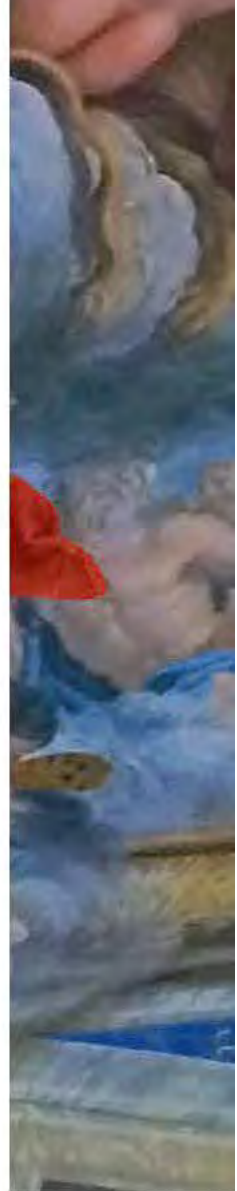


Abbate Ferrari Race Boat "ANTARES II", found in an Italian farmyard.





Ferrari 500 Mondial with an added roof. It was a Spyder before. In the rear a Ferrari 340 Mexico Spider Vignale.





Ferrari 500 Mondial NART Special found in the USA. It had a damaged front wing. A girl did the damage.



Ferrari 375 MM Barchetta found in Argentina.



Ferrari 166 Touring Barchetta. In the body shop of Pirovano, Italy.





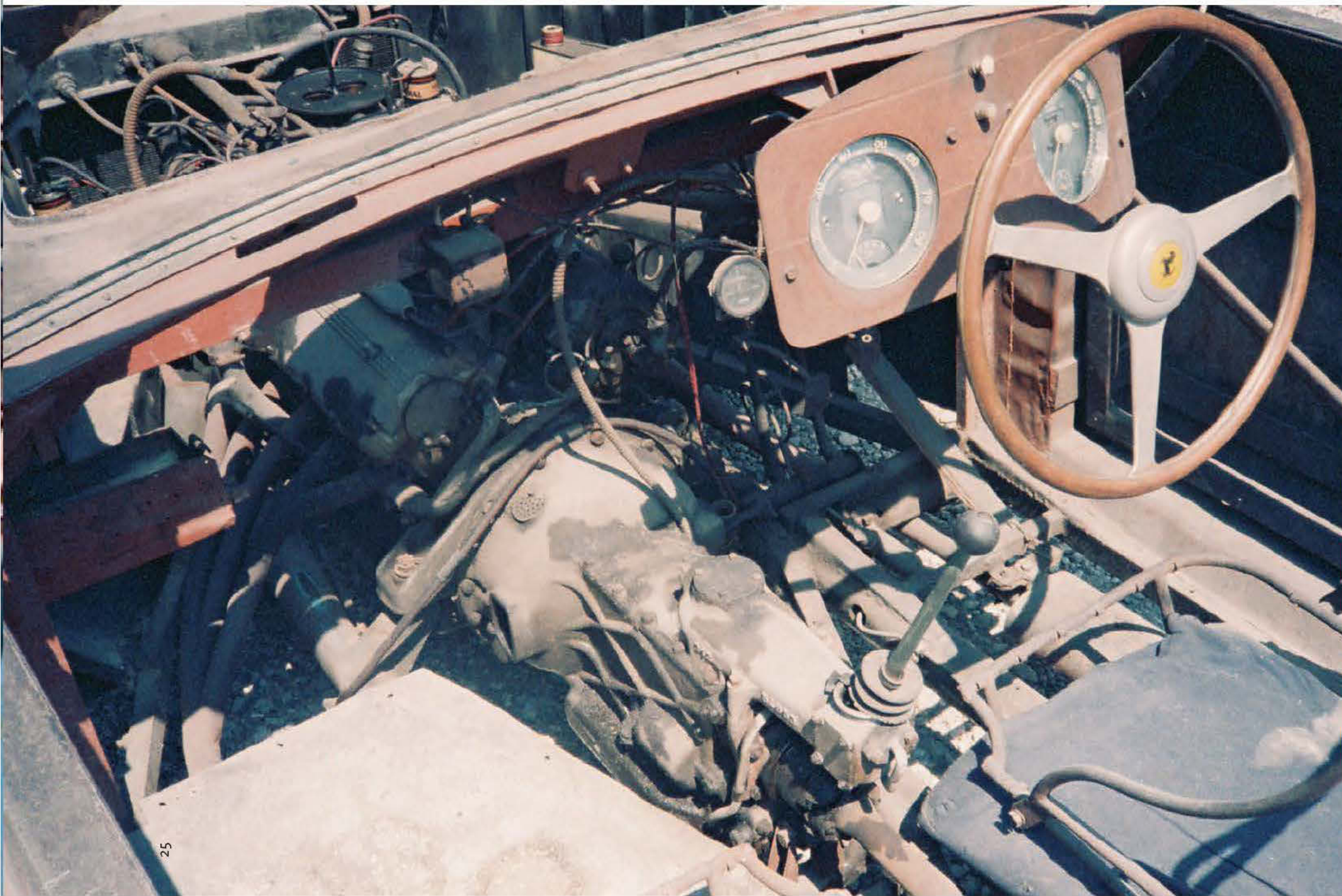
Corrado climbing the fence to a scrapyards in Venezuela in 1972.





Ferrari 225 Barchetta with later components. Heavily modified gearbox and back axle. Tipo "Tuboscocca".

Corrado ist 4th from the left. Together with a friend and helpers.



ACIP



Porsche 906 found in Dakar, Africa. It went to Lucchini.



Porsche 356 Carrera Abarth, found in California.

L'ESPERIE



Ferrari 225 Vignale Barchetta. The front was changed later. #0182ED.



Ferrari 500 Mondial by Pininfarina. It went into the Righini collection.

ANZA CORRE.

This book also represents part of the history of the classic car movement, which was a powerful trend in the last part of the twentieth century, and still is to this day.

For experts this book poses many questions: Why was this particular car there, what was its chassis number, what happened to it, why did it fall out of favour with its last owner and where did it go after the photograph was taken?

Any expert is welcome to use these images as research material, and I might even be able to supply more images on certain cars, if a marque expert or current owner would like to contact me. So please do drop me an email, if you have a particular question or addition to make to the cars shown:

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Michael Kliebenstein

was born in 1960, educated at St. Blasien and Schloss Neubeuern High School in Germany. As a teenager he went straight to work as a property master at a German Film Company specializing in 1920s/1930s outdoor sets all over Europe, a profession where historic vehicles played a major role.

He had a variety of interesting jobs in this context and later spent a year in New York as a photographer. National Service followed. At the same time he acquired his private pilot's license at Cologne Airport. He then decided to go into the film industry and directed his first short film. After having shown his film at festivals, he then decided to study Film at the London International Film School in Covent Garden. Additionally, he took a course in Media & Advertising at Cologne Werbefachschule, paralleled by a stint as a Special Effects Editor at Pinewood Film & Television Studios in Iwer Heath. What followed was a 15 year period as a Film & Television Director/Producer with his own company in Cologne, Germany. He produced more than 150 films, mostly advertising and television programmes on behalf of large German corporate companies. In his late 30s he decided to slightly adjust his activities more in the direction of political campaign work. He led many successful political campaigns as lead strategist and campaign manager personally responsible for all activities. At the same time he published a series of articles about classic watches in the leading German magazine UHREN MAGAZIN.



Other books of Michael Kliebenstein include:

AMAZING WORLD OF CLASSIC CARS | An insider's perspective
CLASSIC CAR DASHBOARDS | Passion behind the wheel.



Author Michael Kliebenstein signing his books in New York, Public Library (NYPL).

He became Secretary of the German section of the RREC (Rolls-Royce & Bentley Enthusiasts' Club) and developed the first RREC magazine for the German-speaking members. He published many articles about Rolls-Royce cars and history and later took part in the development of the Rolls-Royce Brand Academy in München on behalf of BMW Group. He also worked for Project Rolls-Royce, the team that developed the new model Phantom VII in year 2000.

On behalf of the Ministries of Bavaria, he undertook many regional marketing programs to promote and strengthen the image of the commercial attributes of Bavaria over a period of six plus years.

At the same time he helped many small and mid-sized companies to acquire a bigger share of their global markets. What followed in his fifties was the opportunity to team up with the then new company Vintage & Prestige, London to build a new internet-based sales concept for early Pre-War and vintage cars in the UK. Vintage & Prestige today is the biggest seller of vintage cars in Europe, if not worldwide.



1927 Isotta Fraschini 8A. Chauffeur signal and command panel.



“SUPERFINDS will prove to be an incredibly important book documenting the history of automobile collecting. This book reveals images never before seen, allowing automotive collectors, enthusiasts and historians to view many rare and historically significant cars in their ‘as found’ original condition. These remarkable images are absolutely mesmerizing.

“The discovery of these old photos is as interesting and significant as discovering the cars themselves. These early images will solve some mysteries and confirm some facts, however it will also raise additional questions and perhaps challenge what is currently thought of as fact in some cases. In any case, SUPERFINDS is an essential for any automotive historian.”

STEVE NATALE, CALIFORNIA

AUTOMOTIVE JOURNALIST AND PHOTOGRAPHER

“And whether it’s a particular car’s charm, beauty, simple grandeur or the bizarre location it was discovered in ... or all of these things combined in one double page ... each and every one of them is worth delving into more deeply in the comfort of your own home.”

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“Inside this book you’ll not only get to see what makes the vintage car world so special, but in many instances you will get to see the very people who started all of this and devoted their lives to developing it to what it is today.”

ERIC VAN LAMMEREN, MUNICH

COLLECTOR AND BUGATTI HISTORIAN

“This is in fact the true beginnings of the classic car world.”

KEITH RIDDINGTON, UK

ASTON MARTIN EXPERT

“SUPERFINDS will introduce you to the many exciting places around the classic car world where the early car enthusiasts gathered. It shows the absolute best of automotive car finds. Just look at these amazing images! SUPERFINDS is simply the most stunning car book I have ever seen!”

THOMAS SOMMER, FÜRTH

THE THOMAS SOMMER SUPERFINDS COLLECTION

Acknowledgements

First and foremost, I would like to thank my close friend Corrado Cappelini for his enthusiasm in letting me discover and have all these fascinating photos you see in this book. I consider them to be some of the most fantastic classic cars pictures ever.

My special thanks go to Christian Bayer for his enormous contribution and provision of graphic work, intuition and feel connected with this book. Needless to say the memory has stayed with me forever. With this book I would like to thank both Corrado and Christian for all the help and joy they have given me with their generosity.

I also want to thank: Steve and Mary Natale for giving me editorial help with my English texts; Gérald Guétat for letting me use some quotes from his Cappelini biography and Jürgen Lewandowski for all his good advice.

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I am grateful to Connie Constantin for supporting this project so vehemently. I particularly express my gratitude to Thomas Sommer for his invaluable assistance in the creation of this book.

Of course I would like to mention all the people I have worked with as an author or as a photographer during all these many years, but it would be a very long list.

I am most grateful to my family – my wife Annette and my son Christopher, who have always provided support, humour and love – I dedicate this book to them.

Great care has been taken in compiling the content of this book. In the unlikely event that any inaccuracies or inadvertent misrepresentations make themselves apparent, I would like to apologize and also ask that errors or possible infringements are brought to my attention so that these may be corrected.

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The Corrado Archive – in an early version – under the author’s desk.



Making of SUPERFINDS with Christian in pre-production...



Expert Talk about SUPERFINDS with Donald Cok, the author, Eric van Lammeren and Julian Majzub.



... and with Corrado explaining the locations.



With Alfredo de la Maria.



Building the prototype book.

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