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**Sports Car Market**  
Collecting, Investing, Values, and Trends

The 2014 Insider's Guide to

# MONTEREY



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- Schedules for Auctions, Concours, Rallies and Events
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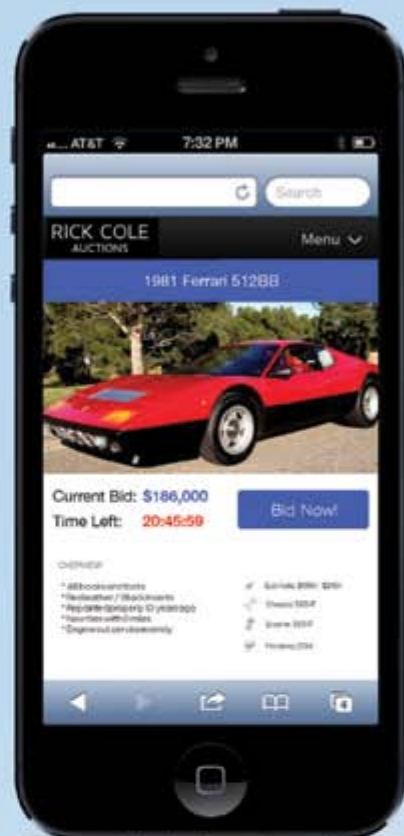
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# It's That Time Again

by Keith Martin

**A**lthough I've been going to Monterey for over 40 years, the first five were as a mechanic on Hillary Luginbuhl's Rubber Chicken Racing team. I helped maintain our esoteric and home-built assemblage of race cars that included Hillary's FP Giulietta Spider Veloce, Jere Brown's FP/GP Lightweight Sprint (fitted with a Solex carburetor for the G class, and Webers for the F. That made for a busy time between races as we converted from one induction system to the other), a BP Corvette and Joe Runion's Saab two-stroke powered D/SR.



I don't recall ever thinking about Ferraris as investments, or where the collector car market was headed. In fact, what are today's collector cars were just sports cars then, with Porsche 904s and Cobras duking it out in A/P, and Shelby GT350s and Jaguar E-types going at it in B/P.

My first exposure to a collector car auction in Monterey was in 1985, when I caravanned down with the Oregon Alfa gang to attend the 75th Anniversary Celebration of Alfa Romeo at Laguna Seca.

That weekend, I went to the DoubleTree Hotel and pressed my nose against the chain-link fence surrounding the cars that someone named Rick Cole was selling at his second annual Monterey Sports Car auction. I couldn't imagine paying the \$5 it cost to look at the cars close up, so I walked around the display area and went back to the track.

## Then and now

Just three years later, in 1988, we produced the first issues of the Alfa Romeo Market Letter, which has since evolved into Sports Car Market and American Car Collector.

Since then, every year we have been at Monterey, diligently reporting every auction, concours and car show.

This Insider's Guide to Monterey, our 10th, represents the only comprehensive guide to the events of Monterey Classic Car Week. You'll find information about all the events, plus a timeline that lets you help structure your week.

As far as where the market is headed, I can predict with confidence that we'll see more record prices and totals. There seems to be no end to the wealth flowing into the market, which in turn is shaking loose more great cars, as owners cash in on current market prices.

Come visit us and say hello. I am participating in the new Pebble Beach Forum on Thursday, on a panel with Wayne Carini and Ed Herrmann concerning collecting. I emcee Legends of the Autobahn, the greatest all-German gathering of the weekend, on Friday, and I'm also emcee of the Italian-car lovefest Concorso Italiano on Saturday.

On Saturday morning, we have our annual Insider's Seminar on Collecting at the Gooding Auction site at Pebble, and we will have booths at Gooding, Legends and Concorso.

We've come a long way since I pressed my nose against the fence at the Double Tree. We look forward to sharing Monterey Classic Car Week with you, and hearing your stories about your cars — and your thoughts on the market. ■

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**1991 Rolls-Royce Silver Spur SCAZN02D6MCX34534**  
Magnolia with parchment hydes, full wood package, excellent condition. 47,925 miles from new, clean engine compartment. Tools, lambs wool overlays, wood in excellent condition.

*Dealer serviced \$29,995.00*



**1972 Rolls-Royce Silver Shadow LRA12244**  
Long wheel base, shell grey exterior, new paint. Scarlet interior, hydes new, wood in excellent condition. 83,560 miles from new, very clean engine compartment, carpets like new, tool kit, many books and records.

*Dealer serviced \$19,950.00*



**1987 Rolls-Royce Camargue SCAYJ42AOHCX10403**  
Last of line #3 of 12. White exterior in excellent condition. Scarlet hydes like new. All bespoke option including: Brief case, crystal cocktail set, complete vanity set with silver hair brush, mirror and cloths brush, and took kit. All service, history and publicity records included. 23,305 miles from new.

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# Monterey Auction Roundtable

SCM asks each auction house for their 2014 star cars and under-the-radar sleeper cars



Gooding



1969 Porsche 917 "Longtail"

**David Gooding,**  
President, Gooding & Company,  
Santa Monica, CA

**Star Car:** In pole position during this year's Pebble Beach Auctions is the famed 1969 Porsche 917 "Longtail," chassis 917-024, from one of the most watched and revered racing films, "Le Mans" (1971) starring Steve McQueen. Porsche designed and built this legendary 917 in the late 1960s to claim outright victory at the 24 Hours of Le Mans. Forming the foundation of this car is an incredibly lightweight aluminum space-frame chassis fitted with a streamlined fiberglass body. Easily identi-

fied by its striking lines and iconic light blue and orange Gulf livery, the 917 boasts a magnificent air-cooled flat 12-cylinder engine. An undisputed masterpiece of automotive engineering, the 917 was an overwhelming success on the track and with racing fans around the world. 917-024 has the important distinction of being the first 917 to compete in a race, when it was entered by the Porsche team at Spa Francorchamps in 1969. It was then contracted by the legendary J.W. Automotive Engineering Ltd.-Gulf team at Le Mans Test, where it was driven by Brian Redman

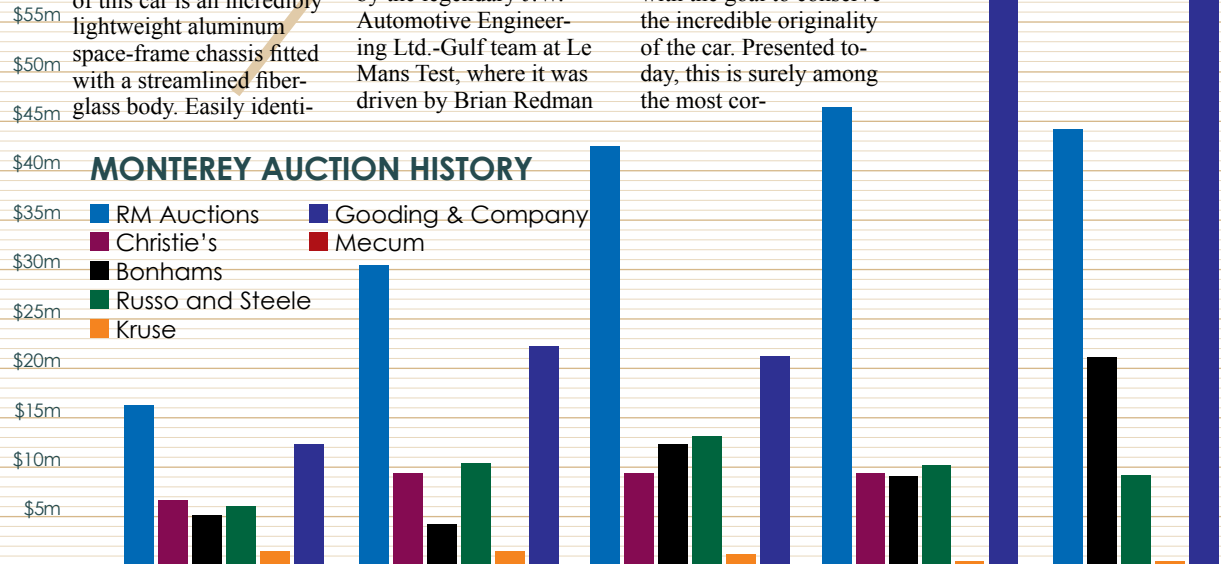
and Mike Hailwood to a first overall finish. This 917 was then acquired by Porsche factory driver, Jo Siffert, who then loaned it to Solar Productions for the film Le Mans (1971) in which both he and McQueen, along with many other racing glitterati, participated. This race car remained in Siffert's private ownership until his passing, when it was sold to a French collector. Since resurfacing in 2001, 917-024 has benefitted from an exceptionally meticulous restoration, with the goal to conserve the incredible originality of the car. Presented today, this is surely among the most cor-

rect, culturally significant and important of the 917s, making it very easily one of the finest racing sports cars extant. (Estimate upon request.)

**Sleeper Car:** This year we are offering a truly outstanding 1964 Ferrari 330 GT 2+2 with coachwork by Pininfarina. This elegant Ferrari features a wide front grille, modernized side vents, quad headlights, and seats four in a sleek, classic profile. With a recent restoration, this stunning Oro Chiaro gold metallic 330 is fitted with a tan leather interior. This Ferrari offers the unique opportunity to acquire a front-engined V12 Ferrari from the golden era of the fabled company. (Estimate: \$250,000-\$350,000.)

## MONTEREY AUCTION HISTORY

■ RM Auctions ■ Gooding & Company  
■ Christie's ■ Mecum  
■ Bonhams  
■ Russo and Steele  
■ Kruse



	2004	2005	2006	2007	2008
<b>Total Cars Sold/Offered</b>	364 / 481—76%	374 / 519—72%	514 / 616—83%	519 / 692—75%	396 / 602—66%
<b>Total Sales</b>	\$48,281,155	\$79,097,518	\$100,560,933	\$134,839,073	\$139,740,653
<b>Avg. Sold Price</b>	\$132,641	\$211,491	\$195,644	\$259,806	\$352,880



Myers

**Shelby Myers**  
*Managing Director,  
 RM California*

**Star Car:** My pick for a star car at this year's Monterey week is the 1967 Ferrari 275 GTB/4 formerly owned by the "King of Cool," Steve McQueen. When it comes to cars with celebrity provenance, it doesn't get any better than a Ferrari owned by McQueen. He is without question, the most iconic "car" movie star of all time, and his incredible mystique transcends his film and track performances. We've witnessed first-hand the



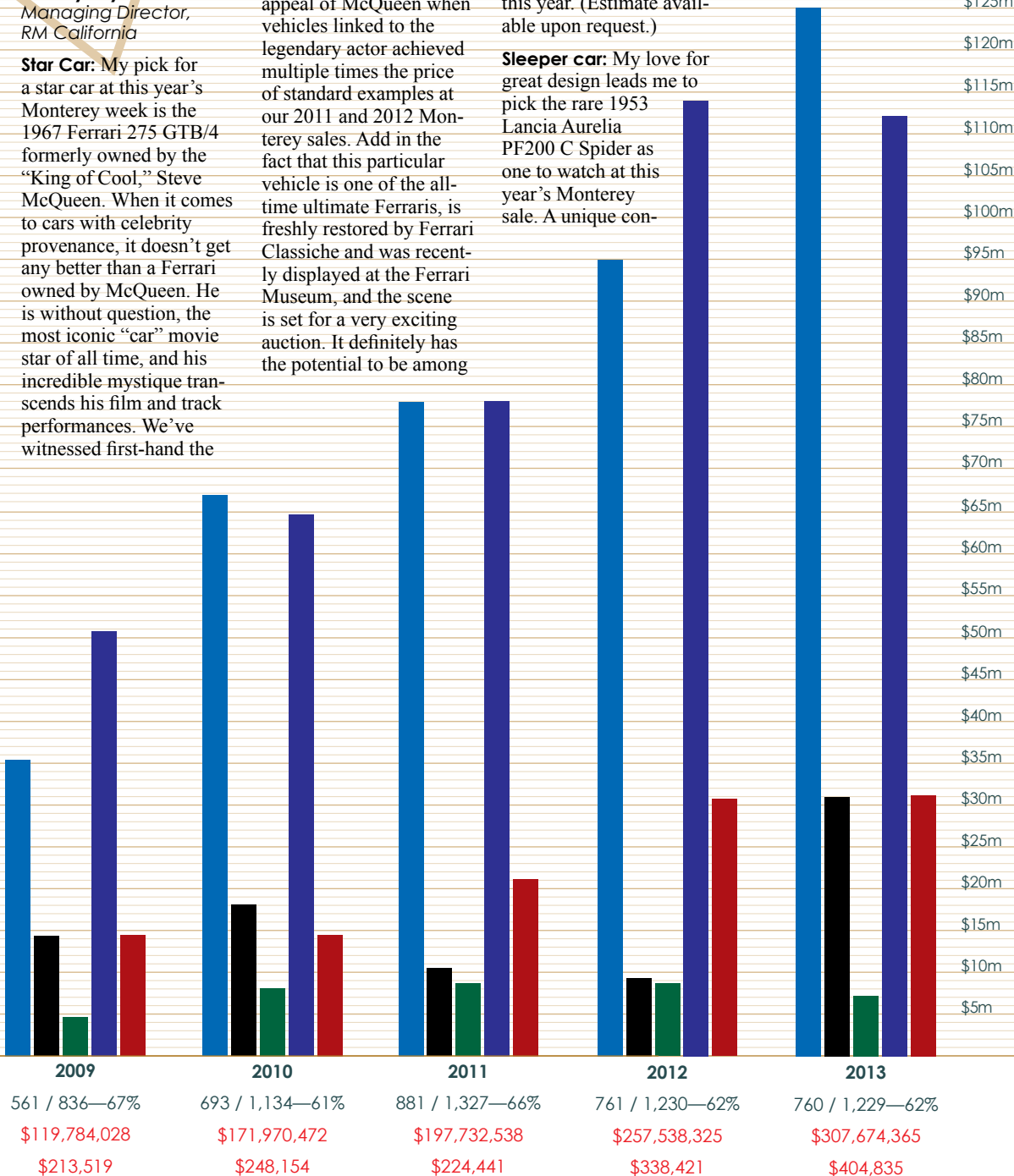
1967 Ferrari 275 GTB/4

enduring, widespread appeal of McQueen when vehicles linked to the legendary actor achieved multiple times the price of standard examples at our 2011 and 2012 Monterey sales. Add in the fact that this particular vehicle is one of the all-time ultimate Ferraris, is freshly restored by Ferrari Classiche and was recently displayed at the Ferrari Museum, and the scene is set for a very exciting auction. It definitely has the potential to be among

the top sales in Monterey this year. (Estimate available upon request.)

**Sleeper car:** My love for great design leads me to pick the rare 1953 Lancia Aurelia PF200 C Spider as one to watch at this year's Monterey sale. A unique con-

cept car built on the rare Aurelia B52 chassis, it's truly striking, and there is really nothing that compares with it. It has wonderful provenance, having debuted at the Turin Motor Show in April 1953 and later displayed by Pinin Farina at multiple auto shows and European concours. Its magnificent



# MONTEREY / Auction Roundtable

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The 1956 Gullwing is fitted with correct Rudge knockoff wheels, along with highly desirable fitted luggage. The Roadster has a stunning color combination

This is the ultimate opportunity to acquire these legendary automobiles in a package (although both



1954 Ferrari 375 MM Spyder

lots will be sold separately).

**Sleeper Car:** Our sleeper cars this year are the historical two Lola-Mazda T-616 Le Mans Mazda Factory Team cars.

The two cars come with crew uniforms, driver’s suit and a complete, museum-quality diorama with Mazda display and promotional posters from Le Mans and the full 1984 race season.

The cars have been fully restored to exact period correct specification by the team that raced them in the day. They are completely sorted and are in race-ready condition. Their racing and ownership history is fully documented.



Mecum

## Dana Mecum

President, Mecum Auctions, Walworth, WI

**Star Car:** A truly storied piece of racing history

that has been in the hands of the same owners since 1968 is set to cross the block at The Mecum Daytime Auction this year. The 1954 Ferrari 375 MM Spyder by Pinin Farina, chassis number 0362AM, will be offered from the collection of longtime owners Charles Betz and Fred Peters.

Whatever the venue or concours, this aesthetic and mechanical masterpiece and her fortunate new owner will find a place of honor ready and waiting. Even among an impressive overall lineup, this car is certain to shine through as a star.

**Sleeper Cars:** The complete history of Porsche in varying years and models has continued to show a strong presence at The Mecum Daytime Auction, and this year’s selection is staggering. It isn’t all about the numbers or one particular car.

The quality of the 2014 offering is something to marvel at, with a great variety including vintage drivers and serious Porsche race cars. Take a close look at this year’s Porsche offerings, and don’t get caught sleeping or you might miss a unique opportunity.



Swig

## David Swig

Specialist, Collectors Motorcars, Bonhams, San Francisco, CA

**Star Car:** This year we are most pleased to present a stunning 1966 Ferrari 275 GTB, one of the finest examples of the model we have ever seen. This particular car — the fifth-from-last built — with its torque tube and long-nose configuration, can be considered one of the most developed versions of this famous model.

**Sleeper Car:** Continuing with the Italian theme, we are equally thrilled to present our “specialist’s choice” sleeper car, a charming and eminently usable 1955 Lancia Aurelia B20 coupe. We have seen an explosion in popularity for these wonderful-to-drive V6 Lancias, although much of this interest is centered on the B24 convertible and spider versions.

This particular car is a desirable 4th series example, fitted with a factory floor shift and equipped with a Nardi performance kit — just the thing to blow the doors off an Alfa 1900 when the road gets twisty. ■



1956 Mercedes-Benz 300SL Gullwing



1955 Lancia Aurelia B20 coupe





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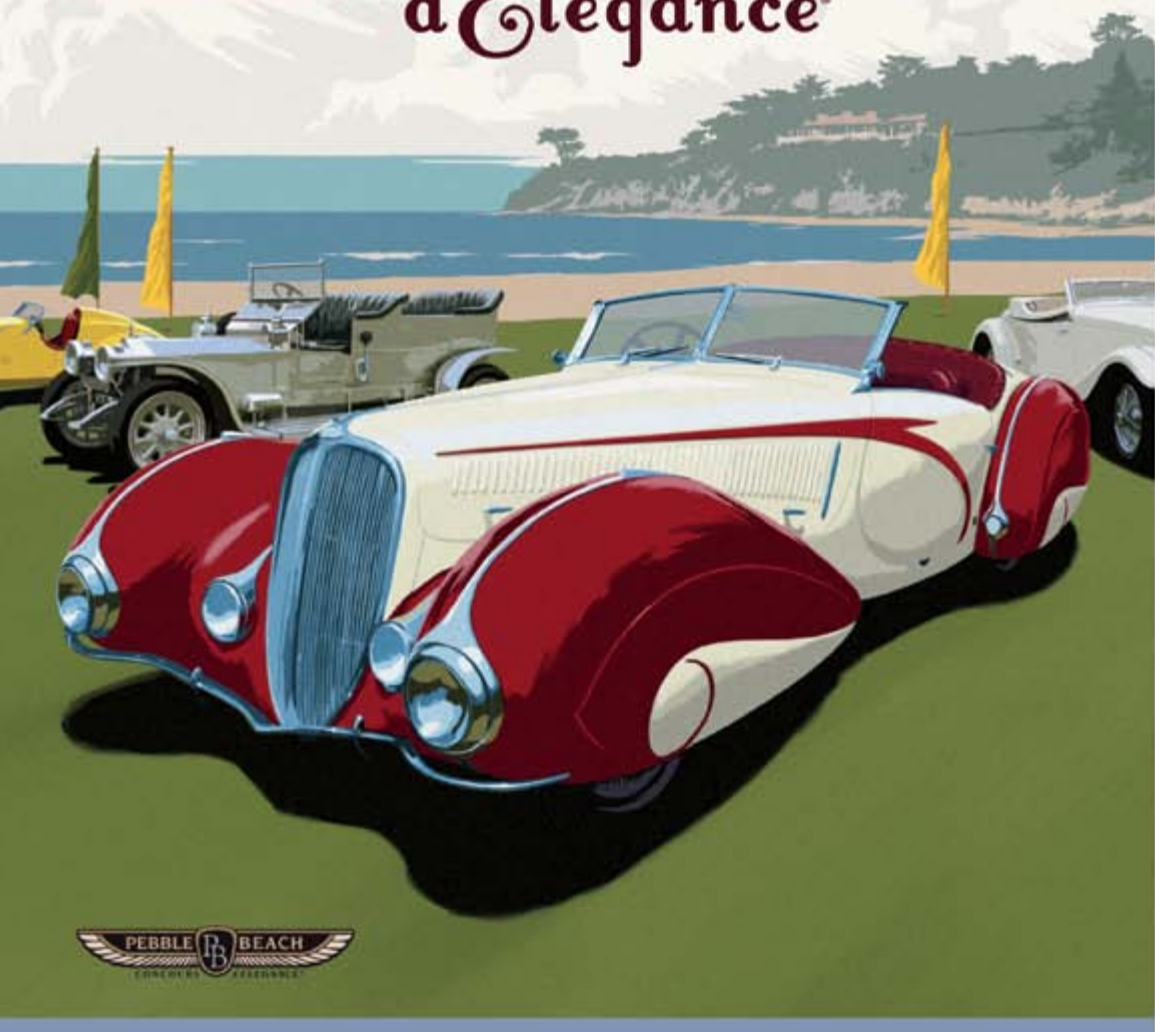
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# Mecum Auctions — The Daytime Auction

Photos courtesy of Mecum Auctions



1976 Porsche 934/935 IMSA/GT

**Preview:** Thursday, August 14; Friday, August 15; Saturday, August 16; gates open at 8 a.m.

**Auction:** Thursday, August 14; Friday, August 15; Saturday, August 16; 10 a.m.

**Where:** Hyatt Regency Monterey Hotel and Spa on Del Monte Golf Course, 1 Old Golf Course Road, Monterey, CA 93940

**Web:** [www.mecum.com](http://www.mecum.com)

**Phone:** 815.568.8888

**Cost:** Vehicle preview on Del Monte Golf Course is complimentary. Bidder's registration is \$100. Auction seating area may be reserved for registered bidders only

**Last year:** 371 sold/677 offered / \$31.4m

**Insider tip:** Mecum is known for selling a ton of muscle cars, hot rods, Corvettes and pickups, but you can expect to see world-class collector cars from every automotive genre at their Monterey sale. Sales totaled \$31.4m here last year among 371 cars. That's more cars on offer than RM and Gooding combined. Six cars found seven-digit price tags, with a 1955 Porsche 550 1500 RS Spyder securing top honors at \$4m. Prices averaged \$85k overall. This year, Mecum is partnered with MidAmerica Auctions, known for their long-

running antique motorcycle "marketplace," formerly held at Pebble Beach. This year, 75 bikes will cross the Mecum auction block on Thursday.

**Star Cars:** 1954 Ferrari 375 MM Spyder by Pinin Farina, chassis 0362AM. Known history from new. Painstakingly correct restoration completed November 2012. Best of Show at the 2013 Carmel Concours on the Avenue

**1912 Harley-Davidson Big Twin.** Formerly owned by Steve McQueen. (Note that this bike will sell as a Star Lot on Saturday, not Thursday)

**1972 McLaren M20 Can-Am.** Driven by Peter Revson for Team McLaren

**1955 Mercedes-Benz 300SL Gullwing**

**1961 Ferrari 250 Series II Cabriolet.** Number 118 of 200 built. 5,200 original kilometers (3,231 miles). Enzo Ferrari award at 2014 Desert Concorso

**1976 Porsche 934/935 IMSA/GT.** Factory-built 934, later converted to 934.5, then 935 specifications. Veteran of more than 40 GT races in Europe, the U.S. and Latin America. Raced at Le Mans in 1976 and 1977. Restored to 1981 24 hours of Daytona appearance

**(Contact Mecum Auctions for pre-sale estimates) ■**



1912 Harley-Davidson Big Twin



1972 McLaren M20 Can-Am



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## Bonhams Quail Lodge Auction

Photos courtesy of Bonhams



1973 Ferrari Daytona Spyder

**Preview:** Wednesday, August 13; Thursday, August 14; Friday, August 15; 9 a.m.

**Auction:** Friday, August 15, 11 a.m.

**Where:** Quail Lodge Resort, 8000 Valley Greens Drive, Carmel, CA 93923

**Web:** [www.bonhams.com/quail](http://www.bonhams.com/quail)

**Phone:** 415.391.4000

**Cost:** \$20 admits one person with Gallery Guide pamphlet; \$80 catalog admits two to auction with bidder's registration; \$150 entry for two, catalog, bidder's registration and reserved seating

**Last year:** 77 sold/89 offered / \$31m

**Insider tip:** Sales at Bonhams' Carmel sale literally tripled last year, rocketing to \$31m from \$9.5m in 2012. And that was with half the number of cars on offer. The high sale was a 1931 Bentley 4½ Litre Supercharged Le Mans at \$4.6m. Ten cars sold above \$1m, and sold price averaged \$403k. This hand-selected assortment of top-tier collectibles will represent classics from every era and from every part of the world. The sale takes place on the grounds of the Quail Lodge. Note that your \$80 bidder's registration won't gain you entry into the ultra-exclusive The Quail — A Motorsports Gathering, but auction admission is included with a \$400 Quail ticket.



1949 Maserati A6 1500/3C berlinetta

**Star Cars:** 1949 Maserati A6 1500/3C berlinetta. Ex-Isabella Quarantotti (Bonhams estimate: \$550k–\$650k)

1969 Maserati Ghibli 4.7-liter spider (\$700k–\$900k)

1913 Rolls-Royce 40/50hp Silver Ghost Roi-de-Belges tourer. Known as "The Hordern Ghost" (\$750k–\$900k)

1937 Rolls-Royce Phantom III Sports four-seater. Ordered new for His Highness the Maharaja of Bhopal, Nawab Sir Muhammad Hamidullah Khan. One of two built (\$750k–\$900k)

1954 Mercedes-Benz 300SL Gullwing. Ex-Pat Boone, with same ownership since 1958 (\$900k–\$1.3m)

1973 Ferrari Dino 246GTS. With single-family ownership for nearly four decades (\$500k–\$600k)

1929 Rolls-Royce Phantom I convertible. Delivered new to Jack Warner of Warner Bros. Studio (\$500k–\$800k)

1973 Ferrari 365 GTS/4 Daytona Spyder. Highly original and 3,400 miles from new (\$2.6m–\$3m)

1955 Lancia Aurelia B20 coupe. Fourth-series example with Nardi performance kit (\$220k–\$260k) ■



1929 Rolls-Royce Phantom I convertible

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## Russo and Steele — Monterey on the Waterfront

Photos courtesy of Russo and Steele



Dan Gurney's 1968 Eagle Indy racer

**Preview:** Wednesday, August 13; Thursday, August 14; Friday, August 15; Saturday, August 16; 10 a.m.

**Auction:** Thursday, August 14; Friday, August 15; Saturday, August 16; 5 p.m.

**Where:** 290 Figueroa St., Monterey, CA 93940

**Web:** [www.russoandsteele.com](http://www.russoandsteele.com)

**Phone:** 602.252.2697

**Cost:** \$20 general admission; \$55 three-day pass. Bidder registration is \$150, which includes an official auction pocket guide, one bidder's pass and one guest pass to all three nights of auctions

**Last year:** 89 sold/215 offered / \$7.1m

**Insider tip:** Russo and Steele puts on a high-energy show that's unlike anything else in Monterey. Stadium bleachers flank either side of the auction block, and bidders are invited to inspect each car as it crosses the block. Russo's sales totaled \$7.1m last year among 89 cars sold, which equates to an average sold price of

\$80k. The consignments are a healthy mix of American muscle, outrageous customs, vintage racers and exotic European luxury sports cars. A 1949 Ferrari 166 Inter coupe was Russo's biggest sale of Monterey 2013 at \$1,050,500.

**Star Cars: 1968 Eagle Indy racer.** Dan Gurney's Eagle, restored to original spec and eligible for vintage events

**1963 Shelby Cooper King Cobra.** Thoroughly researched period racing history, correctly restored and race-ready

**1969 Ford Mustang Boss 429.** Originally invoiced through Shelby American and essentially a factory prototype with rare parts and factory "820-S" NASCAR-spec engine

**1956 Mercedes-Benz 300SL Gullwing**

**1956 Mercedes-Benz 300SL Roadster**

Russo will also offer a pair of Mazda rotary-powered 1984 Lola T616 race cars. ■



A pair of Mazda rotary-powered 1984 Lola T616 race cars



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## RM Auctions — Monterey



1965 Ford GT40 roadster prototype

Courtesy of RM Auctions

**Preview:** Wednesday, August 13; Thursday, August 14; Friday, August 15; Saturday, August 16; 10 a.m.

**Auction:** Friday, August 15; Saturday, August 16; 6 p.m.

**Where:** Portola Hotel and Spa and Monterey Conference Center, 2 Portola Plaza, Monterey, CA 93940

**Web:** [www.rmauctions.com](http://www.rmauctions.com)

**Phone:** 800.211.4371

**Cost:** Admission to the auction is limited to registered bidders only. Bidder registration is \$300 and includes an official auction catalog and admission for two to preview and auction. Admission to the preview only is \$40

**Last year:** 105/120 cars sold / \$125m

**Insider tip:** RM's flagship Monterey sale is a tradition spanning more than 25 years. In 2013, RM's Monterey sale generated \$125m, with a strong 88% of all lots sold. Twenty-eight cars achieved individual million-dollar-plus results, with four cars exceeding the \$5m mark. The event was led by the sale of the star lot on Saturday evening, an ultra-rare 1967 Ferrari 275 GTB/4S NART Spyder boasting single ownership from new, which sold for a staggering \$27.5m. This year's event is set to continue the momentum, lifting the gavel on an elite, hand-picked selection of more than 100 blue-chip automobiles, with a strong emphasis on historically significant sports and racing cars, joined by a selection of elegant coachbuilt American and European automobiles.

**Star Cars:** **1967 Ferrari 275 GTB/4**, chassis 10621. Formerly owned by "King of Cool" Steve McQueen and later by fellow actor Guy Williams. Recently restored by Ferrari Classiche, and displayed at Museo Ferrari as part of the "From Cinecittà to Hollywood, all Ferraris in the Cinema" exhibition, featuring other Ferraris associated with the silver screen. (RM expects the car to fetch three to five times that of a standard four-cam)

**1967 Ferrari 250 LM**, chassis 6045. The 19th of 32 built, displayed at the Pebble Beach Concours d'Elegance in 1969, fully restored and certified by Ferrari Classiche, and a multiple award-winner at the 2014 Cavallino Classic. (RM expects more than \$10m)

A very original **1965 Ford GT40 roadster prototype**. The eighth of 12 GT40 prototypes and the first of just four roadsters built, offered from more than two decades in single ownership. The roadster was used by Shelby American for testing and development and was driven by Ken Miles, Carroll Shelby and Jim Clark. (RM expects more than \$8m)

A very well restored **1931 Bentley 8 Litre sports coupe cabriolet**, chassis YR5099. A one-off, bespoke design by Barker and the only original two-passenger roadster built on an 8 Litre chassis. Ordered new by Sir P. Malcolm Stewart, a Bentley enthusiast and owner of the London Brick Company, this unique vehicle has passed through the hands of numerous well-respected owners over the years, including well-known McLaren racing team associate, Formula One boss, and noted car collector Peter Agg. (\$3.75m–\$4.75m)

**The "Austie" Clark 1911 Mercer Type 35R race-about**, chassis 35-R-354. Offered from single-family ownership since 1949 by the family of Henry Austin Clark Jr., a well-known participant in many early veteran and vintage meets. (\$2.5m–\$3.5m)

A selection of 18 vehicles from the former Bob Pond Collection, including:

An authentic **1948 Tucker 48** (\$1.4m–\$1.6m)

**1957 Mercedes-Benz 300SL Roadster**. Finished in special-order Hellgrun paint and believed just two owners from new, showing less than 17,400 original miles (\$1.3m–\$1.6m)

**1926 Rickenbacker Eight Super Sport**. Known for being the 1926 New York Auto Show car (\$600k–\$800k). ■



## Gooding & Company — The Pebble Beach Auction

Photos courtesy of Gooding & Company



1958 BMW 507 Series II

**Preview:** Wednesday, August 13, 10 a.m. to 6 p.m.; Thursday, August 14, 8 a.m. to 6 p.m.; Friday, August 15, 9 a.m. to 4:30 p.m.; Saturday, August 16, 9 a.m. to 4:30 p.m.; Sunday, August 17, 9 a.m. to 5:30 p.m.

**Auction:** Saturday, August 16, 5 p.m.; Sunday, August 17, 6 p.m.

**Where:** Pebble Beach Equestrian Center, 3300 Portola Road, Pebble Beach, CA 93953

**Web:** [www.goodingco.com](http://www.goodingco.com)

**Phone:** 310.899.1960

**Cost:** \$100 catalog admits two to all events. \$40 general admission admits one to all events. \$200 bidder registration includes catalog, admission for two to all events and two reserved seats (subject to availability). Children younger than 12 admitted free

**Last year:** 118 sold/128 offered / \$113m

**Insider tip:** Gooding & Company is the official auction of the Pebble Beach Concours d'Elegance. The sale is one of the most significant and exclusive events of the international collecting world. Last year's highlights included a 1957 Ferrari 250 GT 14-Louver Berlinetta at \$9.46m, a world record for a Ferrari 250 Tour de France at auction, and a 1997 McLaren F1 at \$8.47m, a world record for the marque at auction. Twenty-six other cars also sold for \$1m or more, and overall sales totaled \$113m.

**Star Cars:** **1955 Aston Martin DB3S.** One of only 20 examples built for customer use, and this one served as the 1955 Earls Court Motor Show car. After a racing career that included podium finishes at Snetterton and Silverstone, this DB3S was the centerpiece of the

famed Forshaw Collection for approximately 40 years. A truly elegant and exceptionally original example, the car boasts a traditional Aston Martin racing green exterior over a green leather and plaid interior. (Gooding estimate: \$5m–\$7m)

**1958 BMW 507 Series II.** A desirable late-production 507 with front disc brakes. Rare, highly prized options, including a 5-speed gearbox, hard top and Rudge wheels. A very original and correct example, finished in Midnight Blue with red leather upholstery. This car was shown at the Pebble Beach Concours d'Elegance in 2002. (\$2.3m–\$2.6m)

Additional highlights from the Pebble Beach Auctions include:

**1964 Aston Martin DB5** (\$1.2m–\$1.5m)

**1965 Alfa Romeo Giulia TZ** (\$1.25m–\$1.5m)

**1966 Ferrari 275 GTB Long-Nose Alloy** in white (\$3.75m–\$4.25m)

**Two pre-war Packards** offered without reserve from the legendary Phil Hill Family Collection. (Estimates range from \$225k to \$500k) ■



1955 Aston Martin DB3S



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*1954 Aston Martin DB2/4 Graber Bodied Drophead Coupe  
2009 Pebble Beach Award Winner*

*Photo By: Michael Furman*

## Rick Cole Auctions — Monterey 2014



Courtesy of Rick Cole Auctions

1965 Ferrari 275 GTB Competizione Clienti

**Preview:** Thursday, August 14, 10 a.m. to 6 p.m.; Friday, August 15, 10 a.m. to midnight; Saturday, August 16, 10 a.m. to midnight; Sunday, August 17, 10 a.m. to 6 p.m.

**Auction:** Thursday, August 14, 9 a.m. through Sunday, August 17, midnight

**Where:** Online bidding only. Viewing at Marriott Hotel Downtown Monterey, 350 Calle Principal, Monterey, CA, 93940

**Web:** [www.rickcole.com](http://www.rickcole.com)

**Phone:** 844.474.2625

**Cost:** Complimentary bidder registration and preview

**Insider Tip:** Bidders participating in the 2014 Rick Cole Monterey Auction will be given the option to place bids in person at the auction site or by smartphone. So they are free to enjoy all of the activities of the Monterey week, bidders will be able to place, review and confirm bids from wherever they are, eliminating the need entirely to sit or stand for hours in a typical live-auction venue. Bidders will be able to inspect the automobiles at their leisure over a four-day display period and place bids regardless of their location or movements.

**Star Cars:** **1965 Ferrari 275 GTB Competizione Clienti.** Alloy body, outside filler, two sets of wheels. An exceptionally original example, purchased new by Alfred Ducato directly from Enzo Ferrari. Less than 9,500 actual miles. Never raced. (Contact Rick Cole Auctions for estimate)

**1962 Ferrari 250 SWB.** Steel body, left-hand drive. Sold new through Chionetti USA. Long American ownership history. Same owner last 16 years. (Contact Rick Cole Auctions for estimate)

**1973 Ferrari 365 GTB/4 Daytona coupe.** All books and tools. Fully documented history. 5,660 actual miles

**1956 Mercedes-Benz 300SL Gullwing.** Purchased new by film director Howard Hawks. Three owners from new, with same owner for past 30 years. Correct engine, gearbox and body. (\$1.25m–\$1.75m)

**1965 Ferrari 275 GTB.** Imported to U.S. soon after manufacture. Desirable long-term ownership. Now offered out of undetected 40-year hibernation

**1965 Ferrari 275 GTS** in rare black with ivory. Original in every respect, mechanically excellent, with all books and records (\$1.5m–\$1.7m) ■

## 13th Annual SCM Insider's Seminar

### “Preserve or Restore? The Three Tipping Points to Making the Decision”

**Where:** Gooding & Company Auction Pavilion, Pebble Beach

**When:** Saturday, August 16, 9 a.m. to 11 a.m.

**Registration:** [www.sportscarmarket.com/monterey2014](http://www.sportscarmarket.com/monterey2014)

**Phone:** 503.261.0555 x 217

**Cost:** Complimentary for SCM Platinum members. Subscribers, \$25; non-subscribers, \$50

**Insider Tip:** Should you preserve your car's patina or completely restore it to factory specifications? Miles Collier, founder and president of The Revs Institute of Naples, FL, addresses that question in this year's SCM Monterey Seminar keynote, exploring the three tipping points behind making the right call.

SCM Publisher Keith Martin will then lead our all-star panel in a discussion on this year's topic: “A Value-Driven Road Map of the Market — Which Turns to Take, and Which to Avoid.” This includes each panelist's take on the market today, and where it'll be this time next year.

Panelists include Carl Bomstead (American Sports and Muscle), Donald Osborne (European Sports and Racing), Stephen Serio (Ferraris and Late-Model European Exotics), Simon Kidston (The European Perspective), and Miles Collier (Collier's Choice).

After the discussion, the panelists will break off into groups with seminar attendees to offer in-depth looks at some of the cars up for sale at this year's Gooding auction.



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## 1993 Porsche 964 Coupe



VIN: WP0AB2967PS420418

Price: inquire. 48,000 miles. 3.6-L, 5-speed manual transmission. New stereo & speakers, new tires, and brakes and can be driven with confidence.

## 1965 Austin Healey MkIII BJ8 Convertible



VIN: HBJ8L2720

Price: inquire. 84,000 miles. Recent restoration, finished to very high standard. Paint, interior, top and engine are all immaculate. Starts and drives easily, accelerates briskly and stops easily. Would be a welcome participant in most vintage rallies or club events.

## 1989 Porsche Carrera Cabriolet



VIN: WP0EB0912KS171335

Price: inquire. 43,300 miles. 3.2-L, 5-speed manual transmission.

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11/28 - 11/29 FORT MCDOWELL, AZ AUCTION



Carmel-by-the-Sea Concours on the Avenue

## Carmel-By-The-Sea Concours on the Avenue

**Where:** Ocean Avenue in downtown Carmel

**When:** August 12 from 10 a.m. to 5 p.m.

**Web:** [www.motorclubevents.com](http://www.motorclubevents.com)

**Phone:** 404.805.1650

**Cost:** No admission, open to the public

**Insider Tip:** Ocean Avenue closes to traffic for this early-in-the-week kickoff event, and more than 175 cars will be on display over 18 blocks. This concours has three divisions: Multi Marques comprising everything from hot rods and micro-cars to muscle and motorcycles — as long as they were built between 1940 and 1973. Porsche cars from 1948 through 1989 and Ferrari cars dating from 1947 through 1989 make up the other divisions. This is a very popular event, and the mood is casual and fun. Downtown Carmel has everything you need for a pleasant day of great cars, unique shops and tasty food. And you can't beat the ticket price.

## Carmel Mission Concours

**Where:** San Carlos Borromeo de Carmelo Mission, 3080 Rio Road, Carmel, CA 93923

**When:** August 13, 10 a.m. to 4 p.m.

**Web:** [www.carmelmission.org](http://www.carmelmission.org)

**Phone:** 831.624.1271, extension 214

**Cost:** \$25, and all proceeds are marked for the Knights of Columbus Carmel Mission Council

**Insider tip:** This event brings wine tasting and the blessing of cars to the courtyard of the Historic Carmel Mission.

## The Little Car Show

**Where:** Downtown Pacific Grove, on Lighthouse Avenue between Fountain and 16th Street.

**When:** August 13, noon to 5 p.m.

**Web:** [www.marinamotorsports.org](http://www.marinamotorsports.org)

**Email:** [jam@redshift.com](mailto:jam@redshift.com)

**Cost:** Free, although donations are accepted for the Pacific Grove Public Library and the Pacific Grove Youth Center. The owners of cars on display pay a \$20 entry fee.

**Insider tip:** This is the fifth annual show of micro, mini and arcane vehicles with smaller-than-1,601-cc engines or electric motors. This year's show will have 100 wee cars, and German cars are the stars. "Free" is a rare and welcome word on the Monterey Peninsula in August, and this charming event, which includes a parade around Pacific Grove's scenic waterfront, is a refreshing change of pace from the week's more serious events. Awards include: "Most Smiles Per Mile Vehicle" and "Longest Distance Traveled to Show" (not necessarily driven). Hmm... this event has something in common with Pebble Beach after all.



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1967 Bizzarini GT America Corsa at The Quail — A Motorsports Gathering

## Gordon McCall's Motorworks Revival 2014 at the Monterey Jet Center

**Where:** Monterey Jet Center, 300 Skypark Drive, Monterey, CA 93940

**When:** August 13, from 5 p.m. to 10 p.m.

**Web:** [www.mccallevents.com](http://www.mccallevents.com)

**Cost:** \$325 per ticket. A limited number of tickets will be sold at [www.mccallevents.com](http://www.mccallevents.com), but don't dawdle, as this event is always a sellout. Guests can pick their tickets up at the Will Call desk at the event. A photo ID is required to pick up tickets.

**Insider Tip:** Gordon McCall's Motorworks Revival is one of the hottest tickets in Monterey. Guests mingle amid vintage sports cars, modern aircraft and classic warbirds. New cars from top makers are often on display. Guests also enjoy fine wines, foods — and a possible glimpse at bigwigs from business, industry and show business. This is the 23rd year of this ultra-popular event — which benefits the California Highway Patrol 11-99 Foundation — and there is no better way to start the week.

## The Quail, A Motorsports Gathering

**Where:** Quail Lodge & Golf Club, 8205 Valley Greens Drive, Carmel, CA 93923

**When:** August 15, from 10 a.m. to 4 p.m.

**Web:** [www.signatureevents.peninsula.com](http://www.signatureevents.peninsula.com)

**Phone:** 831.620.8879

**Cost:** \$400, which includes parking, lunch, beverages, souvenirs and admission to the Bonhams auction.

**Insider Tip:** The 12th Annual The Quail, A Motorsports Gathering honors the 100th Anniversary of Maserati, Competition Mustangs, A Tribute to India, Rock 'n' Roll, Super Cars, Post-War Racing, The Great Ferraris and Sports and Racing motorcycles.

The Quail is your one-stop event for some of the greatest cars and motorcycles in the world — all in a lovely setting that is just big enough. Assuming you were one of the lucky 3,000 to get a ticket (they're already sold out — as the event nears, you can sometimes find them for sale on eBay and Craigslist). The show also includes Bonhams' 17th Annual Carmel Valley auction. The raucous arrival of race cars from Laguna Seca is always fun, and the food is some of the best you'll find all weekend.

## Porsche Werks Reunion

**Where:** Rancho Canada Golf Club, 4960 Carmel Valley Road, Carmel

**When:** August 15, 8 a.m. to 4 p.m.

**Web:** [www.pca.org](http://www.pca.org)

**Cost:** Free for spectators

**Insider Tip:** This is the inaugural Porsche Werks Reunion, as the Porsche Club of America has split from Legends of the Autobahn to put on a Porsche-only show during Monterey Car Week. Porsche Werks Reunion is open to all Porsche owners, and members of the Porsche Owners Club, Porsche Racing Club, 356 Registry, 356 Club and all other Porsche clubs are welcome to come and display their cars. More than 500 Porsches are expected on the fairways of Rancho Canada.



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## Legends of the Autobahn

**Where:** Nicklaus Club-Monterey, 100 Pasadera Drive, Monterey, CA 93940

**When:** August 15, 8 a.m. to 4 p.m.

**Web:** [www.legendsoftheautobahn.org](http://www.legendsoftheautobahn.org)

**Cost:** \$60 to enter your car in a judged event; \$30 for a spot in the corral. Spectators enter for free.

**Insider Tip:** This is the sixth year of Legends of the Autobahn, and, once again, BMW, Audi and Mercedes-Benz clubs will get together on the grass to admire German engineering in this casual concours. This year, Autobahn moves to the Nicklaus Club-Monterey. Publisher Martin will emcee this year's Autobahn, so stop by and say hello. This is a great place to see some amazing cars. This casual, fun event is the best deal of the weekend.

## Concorso Italiano

**Where:** Black Horse Golf Course, 1 McClure Way, Seaside, CA 93955

**When:** August 16, 9 a.m. to 5 p.m.

**Web:** [www.concorso.com](http://www.concorso.com)

**Phone:** 425.742.0632

**Cost:** \$130, which includes parking, a goodie bag and a collector's magazine. Children younger than 12 attend for free with a paying adult. The famous Alfresco Buffet Luncheon is \$60.

**Insider Tip:** This year's Concorso moves to Saturday and will feature 50 Years of the Ferrari 275, 100 Years of Maserati, The Diamond Anniversary of the Alfa Romeo Giulietta, Classic Ferraris and Italian bicycles. This year's event also will welcome between 800 and 1,000 of the most beautiful Italian cars in the world. Concorso celebrates all things Italian, so expect wonderful food, a fashion show and music — all on the fairways of Black Horse Golf Course. Highline Autos will have a special Lunch Pavilion with sandwiches, beverages and fine wines for \$39. Our own publisher, Keith Martin, returns for his 16th year as emcee. As always, get there early and leave the long walk from the parking lot to the late-arriving folks who don't read these insider's tips in SCM. Look for the Sports Car Market booth, and be sure to stop by and say hello and have a glass of fine wine.

## The Barnyard Shopping Village Ferrari Event

**Where:** The Barnyard Shopping Village, Carmel

**When:** Saturday, August 16, 4 p.m. to 7 p.m.

**Web:** [www.thebarnyard.com](http://www.thebarnyard.com)

**Phone:** 831.624.8886

**Cost:** \$40



*Pebble Beach Concours d'Elegance*

**Insider tip:** How does a relaxing evening of strolling among 50 or so Ferraris, Lamborghinis, Maseratis and other Italian exotics sound? There is no better way to rest up for the rigors of Pebble Beach the next morning than to sip a variety of wines and graze on gourmet food as the balmy California summer day eases toward night. This easy-going event often flies under the radar of the Monterey Car Week glitz and glamour, but it's a highlight for many insiders. All proceeds go to the Juvenile Diabetes Research Foundation.

## Pebble Beach Concours d'Elegance

**Where:** 18th Fairway, Pebble Beach Golf Course

**When:** August 17, 10:30 a.m. to 5:30 p.m.

**Web:** [www.pebblebeachconcours.net](http://www.pebblebeachconcours.net)

**Phone:** 831.622.1700

**Cost:** \$275. Children younger than 12 are admitted free in the company of an adult.

**Insider Tip:** Ruxton, the Ferrari 250 Testa Rossa and Early Steam Cars are some of the featured cars of the 64th Annual Pebble Beach Concours d'Elegance. This year's concours also will pay tribute to Maserati's Centennial, Eastern European Motorcycles and Fernandez et Darrin Coachwork. Other special classes include Rolls-Royce Phantom Post-war and Streamlined Tatra. The Gooding & Company Pebble Beach Auction is also held the day before and the evening after the Pebble Beach Concours d'Elegance. This is the biggest single event of the collector car year, and each one of the 200 cars on display is world-class. If you're hoping to get clean, unobstructed photos of all this automotive beauty, your best bet is to arrive at dawn — when the eerie mists and concours entrants arrive simultaneously on the golf course. ■

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Location: Nicklaus Club, Monterey, California

For additional information, please visit [www.legendsoftheautobahn.org](http://www.legendsoftheautobahn.org).



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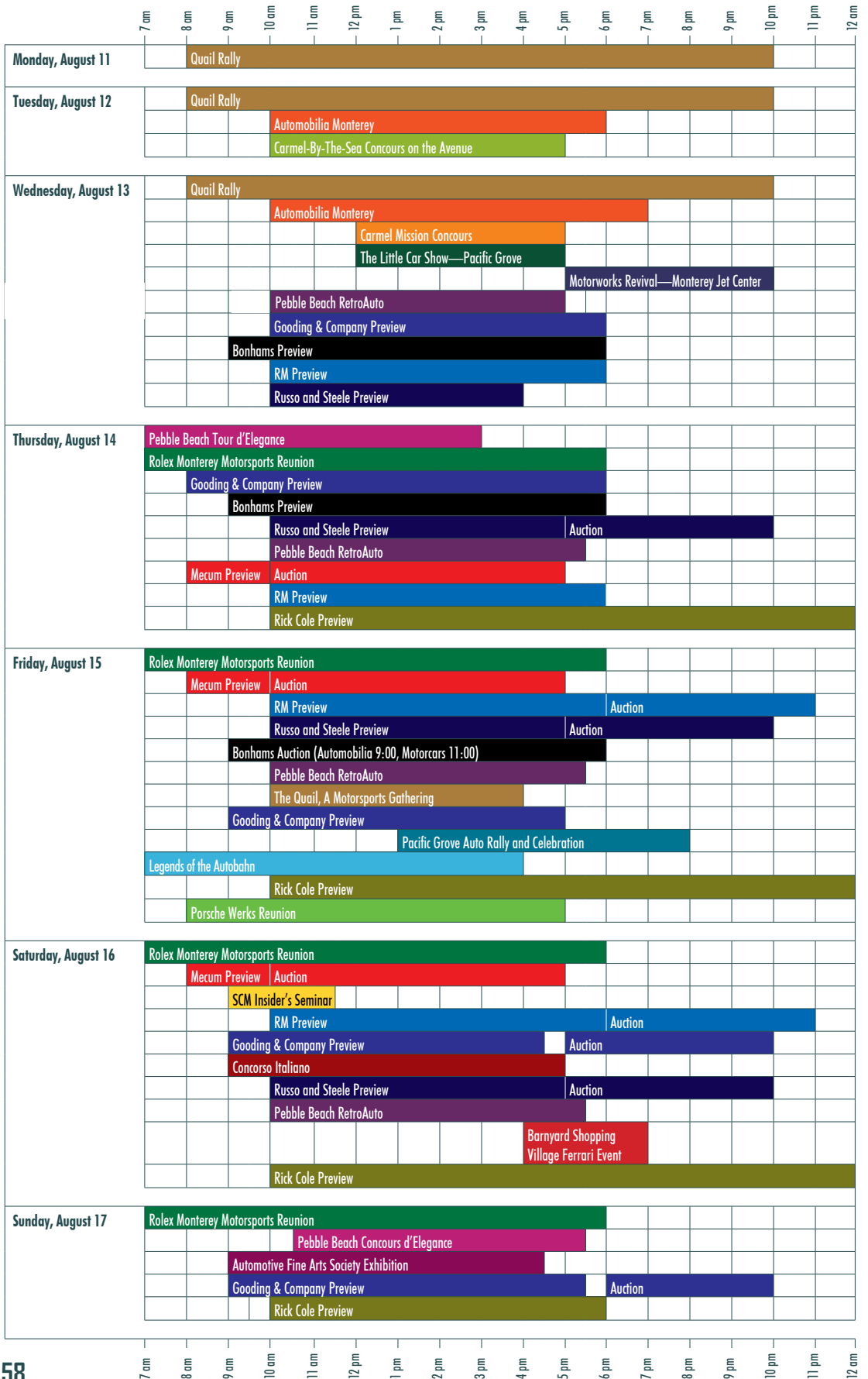
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The Pebble Beach Motoring Classic

## Pebble Beach Motoring Classic

**Where:** Kirkland, WA to Pebble Beach, CA

**When:** August 4–13

**Web:** [www.pebblebeachconcours.net](http://www.pebblebeachconcours.net)

**Email:** [almcewan@msn.com](mailto:almcewan@msn.com)

**Cost:** \$9,500 for one car and two participants. This includes all Pebble Beach Concours d'Elegance events, including the Pebble Beach Tour d'Elegance. The price includes all accommodations, meals and entertainment on the route from Kirkland to Pebble Beach, but does not include accommodations in Pebble Beach.



**Eligibility:** Quality, thoroughbred cars built before 1968 are invited to participate. All cars must have an elegance that befits the concours.

**Insider Tip:** Only 30 cars are accepted on the 1,500-mile West Coast road trip. Participants also get special event perks that are usually reserved for concours entrants and judges.

## The Quail Rally

**Where:** This event changes route each year, but it always sticks to the great driving roads of the Monterey Peninsula.

**When:** August 11–13

**Web:** [www.signatureevents.peninsula.com](http://www.signatureevents.peninsula.com)

**Cost:** \$3,000

**Eligibility:** Invitation only. The rally is limited to 30 cars built before 1974.

**Insider Tip:** You can count on traversing the most scenic back roads of the Monterey Peninsula and the surrounding areas. The rally begins and ends at Quail Lodge, and all participants can expect world-class food and entertainment. All proceeds benefit local charities.

## Pebble Beach Tour d'Elegance presented by Rolex

**Where:** Start/finish at the Polo Field, Pebble Beach

**When:** August 14, 7 a.m. to 3 p.m.

**Web:** [www.pebblebeachconcours.net](http://www.pebblebeachconcours.net)

**Phone:** 831.622.1700

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# MONTEREY / Rallies & Races

Courtesy of Pebble Beach Concours d'Elegance



*The Pebble Beach Tour d'Elegance*

**Eligibility:** Any car entered in Sunday's Pebble Beach Concours.

**Insider Tip:** The tour follows parts of the original 17-Mile-Drive, traverses nearby mountains and valleys, dips down to scenic Highway One and makes a stop in Carmel-By-The-Sea. Tour participants enjoy a gourmet lunch in Carmel-By-The-Sea, a champagne toast at the finish and commemorative gifts. Spectators can watch for free from spots along the route. Many people visit the Ocean Avenue parking area in Carmel-By-The-Sea. In the event of a tie in Sunday's concours, cars that complete the tour have the advantage. If you don't have a car in the event, it's still fun to stake out a nice spot on the route and see much of the Pebble Beach Concours field out on the road, doing what they were built to do.

## Rolex Monterey Motorsports Reunion

**Where:** Mazda Raceway Laguna Seca, Monterey

**When:** August 14–17 from 7 a.m. to 6 p.m.

**Web:** [www.mazdaraceway.com](http://www.mazdaraceway.com)



*Rolex Monterey Motorsports Reunion*

**Phone:** 800.327.7322

**Cost:** Friday admission is \$50, Saturday admission is \$70 and Sunday admission is \$60. A two-day pass for Saturday and Sunday is \$100 and a three-day pass is \$130.

**Insider Tip:** This year's event celebrates 100 years of Maserati, and plenty of them will howl around Laguna Seca. Even more Maseratis will fill a special car corral. The Motorsports Reunion is the best place in the world to see rare, vintage race and sports cars compete on the track. More than 550 cars — including vintage GT cars, Formula Atlantic cars, Trans-Am cars, 1947–55 Sports Racing and GT Cars and 1927–51 race cars — will take to the track. This is the place to see, hear and feel history in motion.

## Pacific Grove Auto Rally and Celebration

**Where:** Downtown Pacific Grove and all around the Monterey Peninsula

**When:** August 15, 1 p.m. to 8 p.m.

**Web:** [www.pgautorally.org](http://www.pgautorally.org)

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**Cost:** \$80 to drive only; \$100 includes barbecue dinner

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### 1956 BENTLEY S-1 SALOON BY HOOPER

Two-Tone Claret over Silver w/ Gray Leather Interior, 79,969 Original Miles, Automatic Transmission, Power Windows, Tools, Beautiful Exterior Paint & Chrome, Chassis Number B302BK. \$68,500



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British Racing Green with Tobacco Leather Interior, Black Canvas Soft Top & Matching Tonneau Boot, CWW. An Ultra Desirable 150 S Model with Overdrive, Handbook & Tool Roll. Drives Beautifully. \$138,500



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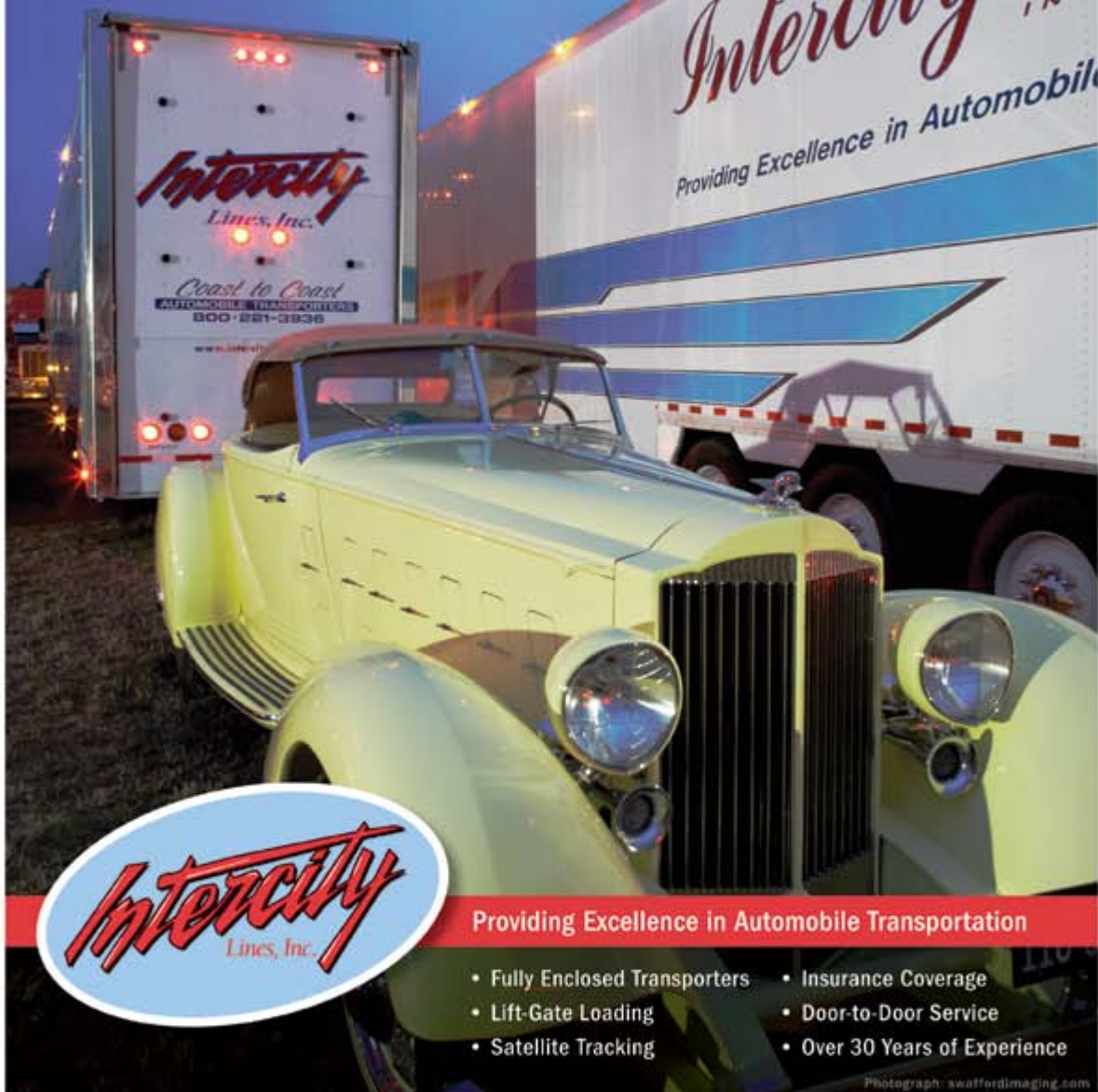
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## 100 Years of Speed and Refinement

From the race track to the highway, Maserati has created some of the most beautiful, easy-handling cars of the past century

by Donald Osborne



1931 Maserati V4

**W**hen Rodolfo and Carolina Maserati raised their sons in Voghera, Italy, in the last decades of the 19th century, little could they have imagined that their name would be known and revered around the world as the 21st century moves through its second decade.

What magic has sustained the name for so long and how has Maserati — through good times and bad — held its fascination as a symbol of speed, power and refinement? A look at the key models that helped establish and maintain that reputation will quickly reveal the answers.

Maserati was founded on December 1, 1914, in Bologna and took as its emblem the three-tined head of the staff of Neptune, inspired by the Bolognese landmark, the statue in the Fontana di Nettuno in the city's Piazza Maggiore. Neptune was the god of water, with the trident representing his power over water, rivers and the ocean depths.

Specialists in powerful, strong — yet light and well-handling — race cars, the Maserati brothers quickly established the company in the front rank of competition manufacturers. Ernesto Maserati often drove their cars, and consistent good results came largely from a sought-after demographic — wealthy gentlemen drivers. Some real talent could be found in their ranks, including Luigi Fagioli, George Eyston and Tim Birkin, but equally important, they bought cars and provided cash for the development and building of others.

To succeed with this group — which meant helping them to good finishes, so they came back for more cars — it was important that a car be easy to drive, and if possible, flatter the talent of the pilot. This easy handling was an attribute of Maseratis from early and would continue largely unchanged through the years.

A fascinating sidetrack in the late 1920s was a project to create a V16, allegedly intended for a limousine for Il Duce, Benito Mussolini. That came to naught, but the fabulous engine, a pair of Tipo 26 B Inline 8-cylinder units put together, found its way into a grand prix chassis that became a lovely Zagato-bodied roadster. In 1929, with Alfieri Maserati at the wheel, it set a Monza lap-speed record of 124 mph — which stood until 1954.

Following Alfieri Maserati's death in 1932, Bindo, Ernesto and Ettore continued on. However in a story seen time and again, the attributes that make great artists often are divergent

from those which make good businessmen. To avoid bankruptcy, they sold the company to industrialist Adolfo Orsi in 1937. They remained with the firm under a 10-year contract.

Orsi moved the company to Modena in 1940, where it remains to this day. Under Orsi's ownership — and free of the burden of financial concerns — the Maserati brothers produced some remarkable machinery. High on the list must be the Maserati 8CTF grand prix car. Only three were built, and one in particular achieved remarkable results at the Indianapolis 500, where Wilbur Shaw won back-to-back races in 1939 and 1940, driving it as the "Boyle Special." It would have done the hat trick in 1941 if not for a wheel failure late in the race.

### New blood and the A6 series

After World War II, the Maserati brothers ended their contractual ties with the company and left to start OSCA. As Ransom Olds left Oldsmobile to found REO and August Horch went to Audi, the Maserati brothers had to leave their name behind.

The A6 series of post-war cars proved that the new engineering talents at Maserati were up to the task of moving things forward. Alberto Massimino, Giulio Alfieri, Vittorio Bellentani and Giocchino Colombo brought these cars to light, and they not only re-established Maserati on the racing scene of the late '40s, they also included the first foray in the passenger-car market with the A61500.

The A61500 Pininfarina coupe fulfills beautifully the characteristic of ease of use and sophistication. Compared with the passenger-car versions of the contemporary Ferrari 166 and 212, the Maserati is a real road car, a true GT rather than a race car with a fancy body. It is not an endurance trial to spend time in the

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1958 Maserati 3500 GT prototype

Maserati, as you're not hammered by noise and heat as is the case with the Ferraris.

The A6GCS and A62000 continued the journey on the track and highway respectively, and certainly the former with some of the most beautiful coachwork of the mid-20th century created for it. The bodies Pinin Farina and Zagato created for the A6GCS are stunning, and even the production Allemano A62000 has an elegant presence that looked in perfect place on the lawn at Pebble Beach.

### The racing song

The company was going from strength to strength in competition, with the 250F grand prix car earning a world championship in the hands of Juan Manuel Fangio. The trend of exquisitely styled race cars also continued with the 200S, 300S, 350S and 450S. All are masterworks of design, and they are still regarded as among the most well-balanced chassis of the era — very forgiving and brilliant to drive.

Another characteristic that came to typify Maseratis is the positively operatic glory of their sound. Recently, at the Desert Concorso in Palm Desert, CA, noted 1950s racer Willie Green was reunited with the 450S he had driven in period alongside Carroll Shelby at many Southern California events. Asked what made the 450S so special, he replied "The first time I heard it started, I knew I had to drive it!" And it's not surprising. The deep roar of the 450S exhaust not only thrills your ear, but actually resonates in your chest as you stand by the car.

While the word "iconic" has been sadly overused of late, there is no doubt that the Tipo 61 "Birdcage" racer deserves the moniker. Form meets function in a dramatic way for success on the track in period and with an unmistakable style — both smooth and muscular — that would also come to typify Maseratis going forward.

### The 3500 GT

As for a number of constructors, racing in the 1950s proved both satisfying and financially ruinous. The

pressing need to both generate steady income and to insulate against the risks and costs of Works racing led the company to withdraw from factory team racing while selling cars to private entrants and to the introduction of Maserati's first volume passenger car, the 3500 GT.

Styled by Touring and built using its patented "Superleggera" lightweight system, the 3500 GT was, as we've now come to expect from Maserati, both elegant and capable. The seamless power delivery of the inline 6-cylinder engine gives the 3500 an ease both on the highway and around town, a most usable car for today's traffic and roads.

While the 3500's engine was based on that of the 300S, the magnificent 5000 GT used a development of the 4-cam V8 engine from the 450S racer. In fact, the first 5000 GT, built for Reza Pahlavi, the Shah of Iran, was fitted with an actual 450S engine, albeit detuned a bit. Subsequent cars received a unit further tamed to render it more appropriate for road work. Carrozzeria Allemano bodied the most common version, but all are ultra-desirable and very special indeed, as only 32 were ever built in total.

### The Quattroporte

Groundbreaking in the market was Maserati's second V8 model, the Frua-designed Quattroporte of 1963. Only in Italy could you give a car as prosaic a name as "Four Door" and have it sound so sexy. Like the competition for the Blue Riband for the transatlantic ocean liner with the fastest Southampton — New York time, the Q-Porte held the coveted "World's Fastest Four-Door" title for quite a while.

At first internally named the "Due Porte" or "Two Door," the Frua-styled Mistral was a two-seater coupe and Spyder (Maserati always uses the "y") with a family resemblance to the Quattroporte but employing a 3.7-liter — later 4-liter — inline-six. The Mistral's replacement was not only one of the most desirable cars to bear the Trident, but one of the most beautiful cars ever made.



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1969 Maserati Ghibli

## Enter the Ghibli

The Ghibli, designed by Giorgetto Giugiaro for Carrozzeria Ghia, is a classic late-1960s shape, and it is the perfect expression of Maserati. Sleek, clean and angular, it looks forward to the flat-surface design of the 1970s while retaining the elegance and crisp detailing of the 1960s. The 4.7-liter and 4.9-liter V8s used in the Ghibli provide it with effortless power, which can be used in quite a docile manner around town and unleashed with abandon on the open road. While the rare Spyder, with 125 made, is the more expensive by a factor of 3, for me the more complete design of the coupe wins the coin toss.

## The Bora and Merak

With the 1968 acquisition of the company by Citroën, things began to get really interesting. Maserati was intriguing to Citroën primarily as a source for a powerplant and performance engineering for what would become the Citroën SM. As the development of that car went along, so did planning for the next Maserati GT cars, the mid-engined V8 Bora and V6 Merak.

These two models defined the marque in a new way. Maserati was able to bring their traditional strengths of comfort, speed and control to the mid-engine format, and the Bora and Merak are, as a result among the most agreeable such cars in which to spend time. This is especially true in the case of the Bora, where the unique lounge-like seats provide unparalleled leg and thigh support while adjustable pedals give flexibility to find the right driving position. The cockpit sound insulation is good enough to allow regular conversation, yet you still hear more than a hint of the deep growl of the V8 over your shoulders. Judicious use of Citroën hydraulic technology for the brakes and steering assist make the Bora a very responsive car to pilot.

## Government control and beyond

A car that is not one of the highlights of Maserati history is the unfortunate Quattroporte II. From Bertone came a rather undistinguished, casually detailed sedan that carried much of the underpinnings of the SM. Fewer than a dozen were built before the plug was pulled and the company turned its back on this sad cul-de-sac of Maserati design.

This corresponded with the takeover of Citroën by Peugeot, which quickly decided they had no business

in the high-end sports car market and tossed Maserati into the hands of the Italian government. In 1975, after a time in a government triage center, the company found a new owner in Alejandro DeTomaso. His vision of the firm would be the most “market oriented” yet, with the Giugiaro-designed super luxury sedan the Quattroporte III coming in 1979.

The mid-engined cars were phased out, and a new family of front-engine, rear-wheel-drive cars were

launched with the V6 twin turbocharged Biturbo coupe in 1981. The company found a financial security it had not known for decades.

The Biturbo was met with great acclaim, which melted away after a short time due to reliability and handling issues. Intercoolers, improved suspension and eventually fuel injection made later Biturbo-based models quite a bit more usable. The Zagato-modified and -built Spyder gave a bit of much-needed style dash to the lineup.

After a Chrysler investment produced the unfortunate Chrysler TC by Maserati, DeTomaso was ready to bail by the early 1990s.

## In the Fiat fold

Like every other Italian auto company except Lamborghini, by 1993 Maserati was acquired by Fiat. The company's fortunes were reborn yet again with the introduction of the 3200GT in 1998, which was developed into the coupe and Spyder in 2002. It was with these two cars, which later became the Gran Sport and Gran Cabrio, that Maserati returned to the U.S. market.

The MC12 sports racing car was introduced in 2004 and returned Maserati to front-line racing. Fifty were built, based on the platform of the Ferrari Enzo, and the car enjoyed some success in FIA events. It has become sought after in the collector market and seems destined to establish itself as a modern classic.

Today, sales are higher than ever before in Maserati history, and the company is offering truly market-competitive models. From an enthusiast's viewpoint, an argument could be made that it might have been a bit more appropriate to see the Ghibli name revived for a GT coupe and Spyder rather than the cost-leading sedan, but such is the nature of modern marketing departments.

User friendliness, considerable performance delivered in a relaxed manner, looks that are easy on the eye, and an exhaust note that sings in a rich baritone. Those are the qualities that have come to define the best of Maserati's offerings for the better part of a century.

It's simple to comprehend 100 years of companies such as Ford, Peugeot or even Mercedes-Benz, companies that often built transportation cars for an audience that didn't care that their vehicle was an appliance.

When you think of Maserati's 10 decades of some of the most exciting and important racing, sports and luxury GT cars, it's quite another song altogether. ■



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## Memorable Maseratis

SCMers tell of barnyard fear and open-road bliss



Maserati 200Si — a one-time Texas junker with some seriously buried race history

**Editor's Note:** Maserati is 100 years old this year, and a star car at Pebble Beach, The Quail and especially Concorso Italiano for 2014, so we asked SCMers to share their personal stories of memorable Maseratis.

### Maserati 200Si

We bought this Maserati 200Si with a broken crank from Jim Hall in Texas in 1963 or 1964.

The word back then was that “Moss drove it in Cuba” and maybe at Sebring. The first picture is my father taking delivery of the car in front of Pedrick Motor Car Company in Jacksonville, FL — after a new crankshaft from the factory had been installed and she was painted.

I still have the wrapping paper from Alfieri Maserati. Dad raced the car in various SCCA events in and around Jacksonville.

My father would change out the plugs and exhaust, thereby making the car legal to drive around the streets of the neighborhood.

Back in the late 1960s and early 1970s, cars in Florida had to be inspected, so I was tasked with taking it across town to get a “Daylight Only” sticker. You should have seen this 17-year-old kid trying to get the car rolling in first gear by feathering the 60-pound clutch — and then stopping for the brake test.

Coming home, I had to go through the toll booth to pay, and some young guys in a Firebird started in on me. After getting the car rolling, I passed them while shifting into 4th at the top of the bridge. What a thrill.

I went to Lee High School, and I got some friends to skip class. We all cruised around in this car.

We sold the car to someone in Kentucky around 1973. Three of us trailered it up there, and when the trailer broke in Bowling Green, I got to drive into Louisville early on a Sunday morning making all sorts of

race-car noise. I picked up a check for \$3,500 and a tired Maserati 3500 GT with rusted floor pans.

In 2006, my youngest son and I were coming back from the Amelia Island Concours, and I wondered whatever happened to the old car. I had paperwork with the serial number 2401. My son said, “Google it.”

The car popped up belonging to a doctor in Munich. We emailed the doctor and helped him finish the provenance of the car he was putting together. Remember, back in the 1960s, this was just an old race car that supposedly Stirling Moss had driven. There was no Internet.

Turns out this was the first car of the 200Si build series! All the big names had driven the car; she had been all over the world and raced. And yes, Moss DNF in the 1957 Cuban Grand Prix with this car.

The doctor in Munich sold the car. When Bill Warner had a “Cars of the Cuban Races” display at Amelia Island in 2010, the new owner brought the car, as you can see in the third picture. The bare finished aluminum is apparently the way it was campaigned early on by the factory. If Grandpa only knew what this car is worth today! — **Derick Brundick, Jacksonville, FL**

### 145 mph across Mississippi

In 2005, I found the only 1986 Quattroporte III that I could live with. I had coveted this car model since they first came out.

The car that I found was in Fort Smith, AR. I flew over there with my best friend, who happens to be a very sharp mechanic.

Just upon seeing the car, I knew I had to have it. Then I sat in it, started it up — and negotiated a deal. We brought the car to his mechanic, to see if everything was checked, as we were driving back to Miami Beach, FL.

Someone had broken off the radio antenna, so I just

put a welding rod in the hole and it worked.

We traveled on Interstate 10, blew past the New Orleans exits. Two days later, Hurricane Katrina followed our trek. The car ran great and went through Mississippi at 145 mph — with the a/c on. This was a gray-market car that was reverted to European specs.

I felt a vibration, which got worse. The Michelin gave up the tread on all four at once. Luckily, I saw a Wal-Mart. It was 11:30 p.m. After tipping a few people, I got a set of BF Goodrich pickup truck tires on the Maserati, and we were back on the road.

Now, my beautiful, custom-ordered, white-leather interior, with what QP3 owners call Barcaloungers, were very soft, and the foam from the lumbar support had perished. We had to switch positions more often, as our backs were killing us — even the new Wal-Mart lumbar cushions provided little relief.

Near the Biloxi exit, the temp suddenly went to red. We pulled over, bled out the radiator and added coolant. It was just air in the system from our 145 mph Italian tune-up. Never again, in my ownership, did it ever again run hot!

We made it home with no other problems — 19 hours from Fort Smith to North Miami Beach.

The repairs turned into a restoration, with NOS switch gear and gas caps. One day, I drove my boss home, and he told me about the transmission going out on his friend's car. Mine went out two blocks after I dropped him off.

We installed a 727 Chrysler RV transmission with B&M throttle body, 2500 stall speed torque converter and shift kit. It was killer! All the shifts were clean and crisp. The car seemed to like it very much. I also added a husky custom-built trans cooler, a used set of rebuilt shocks and springs, new rack and pinion, new bushings, new battery and bulbs. I sent out the driveshaft for balancing, and did a lot of work on the carbs, seats and wiring.

The car never let me down. The Chrysler a/c was a positive. I had planned to keep it for one year and then sell it at the Barrett-Jackson auction in Palm Beach, which I did. I only made back the restoration costs. Selling the car was a very big mistake. I really miss that car.

— **Robert Shapiro, via email**

## Rusting away

During the early 1980s, a friend found a “deal” on a Quattroporte III in Italy. To improve on the bargain, he got a cheap quote on shipping to the United States. We were all impressed with the exotic beauty of the car — for about three months. Then it started rusting, and nothing he tried would stop it. Apparently it had a salt-spray bath on the ship that worked its way into every seam and

surface. Within the first year, the rust patches turned into holes as his bargain decayed into unrepairable, unsalvageable, unsellable junk. — **Steve Colwell, via email**

## Beware of the dog

My Maserati story started one morning in 1999, when I was reading the classifieds in a Birmingham, AL, newspaper. There was an ad for a collection of cars just outside of Alabama. A quick call added more to the story — a young woman tearfully explained that the father had recently passed away. He had amassed a huge car collection, and they needed to get rid of them.

I was soon on the highway, eventually coming to a smallish farmhouse. The family pointed to the farm buildings and fields and welcomed me to look at the cars and make an offer. And sure enough there were a lot of cars, but almost everything was and had been outside for a long time.

When I got back to the main house, they asked whether I'd be making an offer and I said no.

“Did you want to see the Maserati?” they asked.

“Yes, of course,” I said.

They took me back to a car under a plastic tarp surrounded by four huge German shepherd-wolf hybrid dogs. At this point, I was sorry I had come. The dogs were all chained to posts, and they barked and growled as I came closer.

From the profile under the tarp, I guessed the car was a Maserati Mexico. That was confirmed when the tarp was lifted off the corner of the car. There were four flat tires sitting on the overgrown lawn. The paint was blistering where the cover had touched it, and the interior of the car, almost all white, was nicely complemented by thick spider webs almost filling the cabin.

“It was on the podium of a car show when new — it's a show car,” the man said.

“How much are you asking for it?” I said.

“I'd need 100 grand. Someone once offered \$150,000 for it,” he said.

Without much thought, I said, “You should have taken it.”

At this point, the whole interaction went sour in a way that makes you think about how close the car is parked — and whether you will have to back out the driveway.

The man unhooked one of the dogs from the chain, and I headed for the car. As I was leaving, he shouted, “If you weren't such an ass, I'd have shown you the Aston Martin!” — **Anthon Fuisz, via email**

## Where is that time machine?

My father was a big Maserati fan. He purchased the fifth Ghibli ever produced (from Bob Grossman in Nyack, NY). He would buy others over the next several years from Bob — the last one being a Fly Yellow Ghibli Spyder.

Many years later, I talked with Bob Grossman about my dad. I reminded Bob about my dad's yellow Spyder.

“Oh yes, I remember that car well,” Bob said. “It was the first Ghibli Spyder ever produced!”

I don't want to tell you what he sold that car for so many years ago. — **Jeff Becker, via email** ■



Courtesy of Robert Shapiro

Robert Shapiro's 1986 Quattroporte III

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# PORSCHE UNEXPECTED

DISCOVERIES IN COLLECTING

BY: RANDY LEFFINGWELL / MICHAEL FURMAN



Porsche has historically blurred the lines between road cars and race cars, from their earliest Gmünd Coupe to their latest 911 variants.

The legendary Ingram Collection presents this evolution in *Porsche Unexpected, Discoveries in Collecting*, the latest title from Coachbuilt Press. Documenting their collecting discoveries and the fruits of their efforts is acclaimed author and historian Randy Leffingwell, along with personal family comments, historical documents and modern photographs by Michael Furman.

Available in August. For an advanced look inside this and all our fine titles visit:

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## Cherry Picking on the Peninsula

Get up early to avoid traffic, and carefully pick your events to avoid epic burnout



Pebble Beach Concours d'Elegance

**T**he Monterey Car Week extravaganza is a must-do in the collector car world, but it's impossible to take in all the concours, auctions, rallies, races, parties and events. Here are the best tips we've heard from readers and SCM staffers:

### What to do

It's not possible to do everything, so pick your spots and events — and enjoy them.

The **Carmel-By-The-Sea Concours on the Avenue**, which is an all-day event on Ocean Avenue, is all about gorgeous cars, and it's free. It's also in a very attractive part of the Peninsula.

Visit the **Pebble Beach Lodge Equestrian Center**, aka The Polo Field, where the Pebble Beach concours car transporters park. You can park along the white rail fence, stroll along the rows of 18-wheeler trucks, and see the cars being prepared for Sunday's big event.

Watch the **Pebble Beach Tour d'Elegance**. All Pebble Beach Concours d'Elegance cars are invited to participate in the Tour d'Elegance. The cars depart through the morning fog, in escorted groups from the Equestrian Center, and then follow a specific route through the Valley and along the coastline. By around 11:30 a.m., they begin to arrive in Carmel. They line up two-by-two on Ocean Avenue, where gearheads can look at them for free.

**Concorso Italiano**, aka The Red Car Show. It's moving to the Black Horse Golf Course this year. It's spendy, but if you live and breathe Italian sports cars, this event should be on your bucket list. SCM Publisher Keith Martin has been master of ceremonies for many years at this major event.

**The Rolex Monterey Motorsports Reunion**. This three-day event, held at one of the finest road-race courses on the planet, is not to be missed. If you are a major road-race fan, and have an RV, you may want to camp on site and not miss a thing. Parking is a challenge, and it's best to order a reserved VIP parking pass that covers all three days.

**The Jet Party** (known as the Motorworks Revival at the Monterey Jet Center) gets the week started with a glummy party. It's expensive, but it's also a lot of fun.

**Legends of the Autobahn** is a great, free event that shows off spectacular Audi, Mercedes-Benz and BMW cars. Legends is moving to the Nicklaus Club-Monterey — at 100 Pasadera Drive, Monterey, 93940 — this year. It's possible to visit Legends in the morning — and talk to the car owners who are buffing their rides — and then race off to **The Quail** or even the brand-new **Porsche Werks Reunion**.

Most of the **auctions** have free preview days. These



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Rendy Zussman



Motorworks Revival at the Monterey Jet Center

are perfect ways to see lots of terrific cars, meet like-minded people and maybe find something new to take home.

Go to **Mazda Raceway Laguna Seca** on Thursday or even before. Get to know your way around without a crowd. Walk the pit areas and see the cars up close, meet some drivers/pit crew/owners.

**Dawn Patrol at Pebble Beach** is for those who don't mind getting up at 4 a.m. to watch Pebble Beach Concours d'Elegance cars drive onto the 18th Fairway in the swirling fog just before dawn. Hagerty Insurance hands out hot coffee, doughnuts and collector hats to the hardy crew.

**The Gooding & Company auction** is the best place to end the week. Bidding starts after Pebble Beach ends, and it's an easy walk to the Gooding tent. The cars are easily as spectacular as the ones on the 18th Fairway.

**The Russo and Steele auction** on the downtown Monterey waterfront is like a three-ring circus. You can

mix right in with the people on stage and get caught up in the moment.

The **RM auction** is right in downtown Monterey, and it's worth the price of admission to see all the gorgeous cars gleaming under the lights.

The **Mecum auction** is close to downtown and it's a great place to sit under a big, open tent and watch car after car cross the block. It's also fun to walk around the consigned cars.

The **Bonhams auction** is right at Quail Lodge, and a ticket to The Quail gets you into the auction. Bonhams always brings exceptional cars to Monterey, and it's fun to watch the bidding — or join in.

If you're stuck in traffic, cheer up. You're in the best place in the world for **car spotting**. Keep an eye out for Lamborghini Miuras, Ferrari Cal Spyderys and other exotics. The parking lots at every event are full of rare and beautiful cars. Bring a camera.

David Tomaro



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## What NOT to do:

**Too much.** For example, it's a mistake to try to fit The Quail, Legends of the Autobahn and an auction preview into one day. The traffic between the popular events will gridlock on you, and you'll spend most of your time breathing in exhaust and exhaling frustration. Pick one event a day, and leave time in the evenings for dinner, drinks and an auction.

**Sleep in.** Many of the best events are a drive away from your lodgings, and it's far better to get up early and enjoy a relaxed trip than to sleep in and then get caught up in traffic.

**Dawdle** when making lodging or event reservations. Every hotel and every event fills up fast.

**Miss the early part of the week.** The Carmel-By-The-Sea Concours on the Avenue is on Tuesday. The Jet Party — aka Motorworks Revival 2014 at the Monterey Jet Center — is on Wednesday. The Little Car Show is on Wednesday. If you arrive on Thursday evening, you've missed a lot of fun.

## Where we eat

The SCM crew has been heading to Monterey for years, and we've come up with a few favorite lunch and dinner spots in the area. We always try to hit each of these at least once between photographing Ferrari GTOs at Pebble Beach and talking with subscribers at our booths.

### The Crown & Anchor

150 W. Franklin St, Monterey — opposite the Marriott Hotel. Walking distance from RM and Russo.

Phone: 831.649.6496

This traditional British pub has excellent food, and the décor will make you think you're downing pints in the hold of a 18th century sailing ship. There are 20 international beers on tap — any one of them would be perfect alongside an order of bangers and mash. Just get there early, as seating can be a challenge during auction week.

### Baja Cantina Grill & Filling Station

7166 Carmel Valley Road, Carmel — Not far from The Quail, just over the hill from Laguna Seca.

Phone: 831.625.2252

Vintage automobilia fills this tropical Mexican restaurant. The food is excellent and you're sure to see something interesting out in the parking lot. Try the Cadillac Margarita. Again, seating can be tough, so call ahead or try to beat the lunch and dinner crowd to the table.

### Phat Burger

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Phat Burger has been one of SCM's favorites for years. They recently moved to a new location, inside "The Breakfast Club," but the food is as good as ever. Perfect for a quick lunch between events. ■



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- Stuart Hayim, Owner Ferrari-Maserati of Long Island, Ferrari-Maserati of Fort Lauderdale and Maserati of Manhattan

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- Cheevag, India

"Doug, your reputation is beyond reproach. I have bought several Ferraris in my lifetime, and I know when I buy from you I am buying a car from a reputable person..."

- Joe Perella

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## Ruxton: Born with a Question Mark

The 2014 Pebble Beach Concours d'Elegance will provide a rare opportunity to view all but one of the complete remaining Ruxtons

by Carl Bomstead



Courtesy of Pebble Beach Concours d'Elegance

1930 Ruxton Model C sedan from the Nethercutt Collection

The Ruxton will be one of the featured marques at this year's Pebble Beach Concours d'Elegance. It is thought that only 19 Ruxtons have survived, 17 of which are complete — and 16 will be presented on the famed 18th Fairway. The history of the marque is as fascinating as the cars themselves.

Questions followed their initial presentation, brief existence and rapid demise.

William Muller was an experimental engineer at the Edward G. Budd Manufacturing Company, a Philadelphia firm that produced automobile bodies. He proposed building a front-wheel-drive car with the expectation that someone could be persuaded to produce the car, with the body, of course, made by Budd. This was common practice at Budd, but the resulting car, finished in 1928, certainly was not. It was 10 inches lower than other four-door sedans and was mounted on a 130-inch wheelbase with 30-inch tires. As a harbinger of things to come, the radiator emblem had a question mark rather than a name.

Archie Andrews, who was on the Budd board of directors, was taken with the car, and with a little back-door maneuvering, ended up with the rights to it. Andrews was also on the board of the Hupp Motor Car Corporation, and it was assumed they would build the car. However, Andrews had ruffled more than a few feathers at Hupp, and they backed away. Andrews then formed his own corporation, New Era Motors, to market the car. Andrews included William V.C. Ruxton on the board and named the car after him in anticipation of his

investment in the company. This was, however, not to be, and Ruxton filed suit, which was upheld, denying any involvement with the automobile that now bore his name.

### Stock market collapse spells doom

Prior to the formation of New Era, development work moved to the Board Machine Company, where about eight cars were produced. Questions soon surfaced as to where the Ruxton would be produced. Peerless suggested that they might, while Gardner stated a definite yes. However, Andrews and Gardner were unable to come to an agreement, and Marmon entered the picture. The stock market collapse ended any further discussion with them, and rumors soon spread that Ruxton would merge with Jordan, Stutz, Moon or even Kissel, but all were to no avail.

Andrews was able to gain control of Moon through a stock exchange, and he ousted the former Moon management team. They were not willing to give up without a fight, and with some armed Pinkerton men, occupied the plant. Armed with a court order, New Era soon took control but found that the plant was substandard and hardly worth the fight. Kissel was approached, and in exchange for financing, they committed to producing 1,500 Ruxtons annually, which was overly optimistic.

Faced with lawsuits from the takeover of Moon, stiff competition from Cord and the looming Great Depression, New Era was fading rather quickly. Kissel was in the hands of the receivers, as was Moon. On November

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## MONTEREY / Ruxton Automobiles on Display

15, 1930, New Era filed for bankruptcy.

### An impressive, rare car

Regardless of the internal issues, the Ruxton, with a low silhouette, front-wheel drive, 10-inch ground clearance and lack of running boards, was a striking automobile. They were often fitted with optional Woodlights with matching fender lights.

They were even more impressive in a unique paint scheme from architect, illustrator and designer Joseph Urban. Horizontal bands of color, from light to dark, made the car look even lower and longer. The unique design accentuated the length of the car, making it even more striking, attracting attention whenever presented. They were done in shades of Urban Blue and mahogany with a reference in a period paint manual to green, but it is questioned if any were actually finished in that color scheme.

Another long-standing question is how many Ruxtons were produced. Jim Fasnacht, noted Ruxton authority and author of the soon-to-be-released book *The Ruxton Automobile*, addressed that question in the spring 2014 issue of *The Classic Car*. Production figures are often stated to be in the 300–500 range, with 298 a frequently stated figure.

Fasnacht documents that the actual figure is much less.

The early cars built at Budd and Board total 11, while Moon-built Ruxtons total 65 based on identifica-



RM Auctions sold this 1931 Ruxton Model C roadster for \$363,000 in 2008

tion numbers that range from 10C50 to 10C114. Kissel records did not survive, but best-guess estimates place the total at 20 Kissel-built Ruxtons. Fasnacht points out that Continental Motor Corporation produced the unique engine for the Ruxton, and a Continental factory letter states that only 134 engines were shipped to Ruxton.

The 2014 Pebble Beach Concours d'Elegance will provide a rare opportunity to view all but one of the complete remaining Ruxtons. They should not be missed. ■

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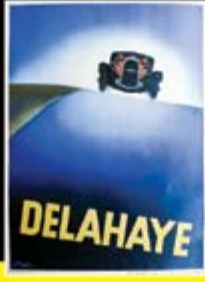
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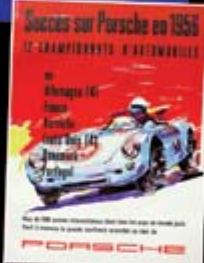
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12<sup>th</sup> Annual



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**AUTOMOBILIA**  
MONTEREY THE INTERNATIONAL EXPO



Automobilia Monterey

## Automobilia Monterey

**Where:** Embassy Suites Hotel, 1441 Canyon Del Rey Blvd., Seaside, CA, 93955

**When:** August 12, from 10 a.m. to 6 p.m.; August 13, 10 a.m. to 6 p.m.

**Web:** [www.automobiliamonterey.com](http://www.automobiliamonterey.com)

**Phone:** 831.659.1551

**Cost:** \$15 for one day; \$20 for both days

**Insider Tip:** This is the 12th year of the largest automobilia show in the United States, and everything at Automobilia Monterey is original art. There are no reproductions here. At least 42 vendors gather in the ballroom to sell a range of items from mascots and models to posters and books — with just about every bit of automobilia known in between. It's your only chance to catch all these vendors under one roof — and it's your best chance to get the pieces you want before someone else snags them later in the week.

## Pebble Beach RetroAuto

**Where:** The Inn at Spanish Bay, 2700 17-Mile Drive, Pebble Beach, CA 93953

**When:** August 13–16, 10 a.m. to 5:30 p.m.

**Web:** [www.pebblebeachconcours.net](http://www.pebblebeachconcours.net)

**Phone:** 831.622.1700

**Cost:** Free and open to the public

**Insider Tip:** RetroAuto has moved to the elegant Inn at Spanish Bay and is a big part of the Pebble Beach

Concours d'Elegance expansion to a second site. This is also the spot for the Pebble Beach Classic Car Expo, where classic car dealers will offer top-notch collector cars for sale. RetroAuto has always been a great place to find all the cool stuff you never knew you needed. Automotive art, rare books, luxury gear and lots of jazzy gizmos to make driving even more fun are on sale. You can't beat the admission price. Now you can also shop for a collector car or attend the Pebble Beach Classic Car Forum presented by Credit Suisse. RetroAuto is no longer open on Concurs Sunday, so don't forget to check RetroAuto on Wednesday or Thursday to beat the crowds on Friday and Saturday.

## Automotive Fine Arts Society Exhibition

**Where:** On the Pebble Beach Concours d'Elegance show field

**When:** August 17, from 9 a.m. to 4:30 p.m.

**Web:** [www.pebblebeachconcours.net](http://www.pebblebeachconcours.net) or [www.autoart-gallery.com](http://www.autoart-gallery.com)

**Phone:** 831.622.1700

**Cost:** Free with admission to Pebble Beach Concours d'Elegance

**Insider Tip:** There's a reason AFAS artists are recognized as the best, and their works in oils, acrylics, watercolors and sculptures adorn galleries and private collections all over the world. You're going to be on the 18th Fairway anyway, so why not take advantage of this special chance to see so many great works in one place? ■

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Offered for Sale

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- Professional restoration services performed
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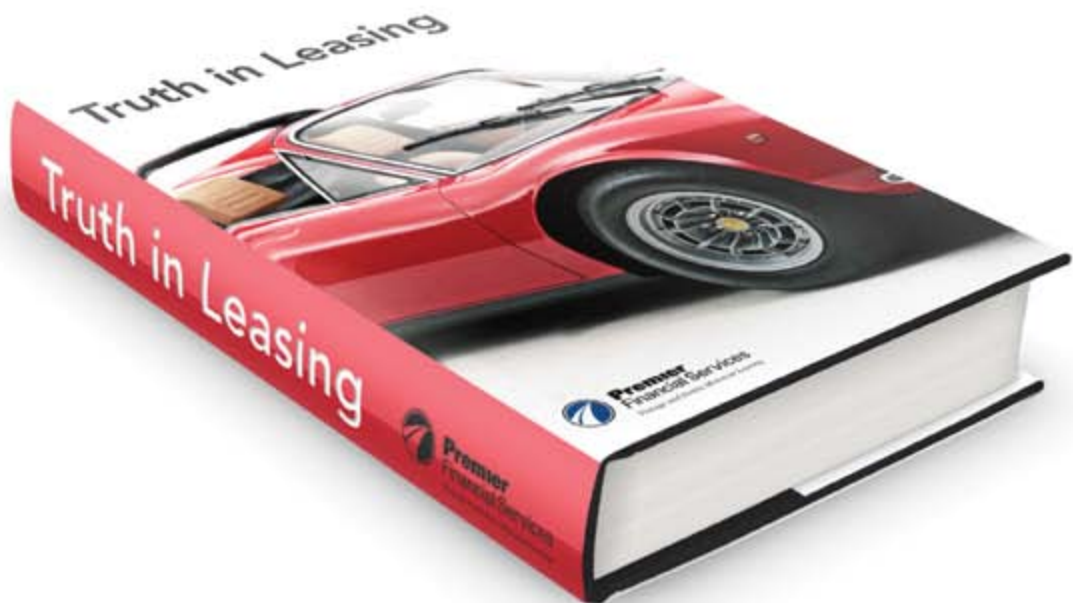
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