

Keith Martin's
Sports Car Market
Collecting, Investing, Values, and Trends

The 2015 Insider's Guide to

MONTEREY



Your Complete Resource For Monterey Classic Car Week

- Schedules for Auctions, Concours, Rallies and Events
- Map and Resources for Navigating the Peninsula
- Auction House Principals Pick Their Best Offerings
- Post-War Cunninghams In a Special Class at Pebble Beach
- History and Memories of Carrozzeria Touring Cars

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- | | |
|---------------------------------|---|
| 1966 Ferrari 275 GTB/4 | 1961 Renault Jolly |
| 1984 Lamborghini Countach | 1960 Porsche 356 Roadster |
| 1968 Mercedes-Benz 280SL | 1991 Ferrari F40 |
| 1971 Mercedes-Benz 3.5 Cnv | 1953 Hudson Hornet Convertible |
| 1956 Porsche Speedster | 1961 Porsche Super Roadster |
| 1970 Ford Boss 302 | 1963 AC 289 Cobra |
| 1956 Austin Healy 100M | 1991 Aston Martin Virage |
| 1956 Austin Healy 100-6 | 1960 BMW Isetta |
| 1967 Porsche 911S | 1975 Ferrari 308 GT/4 |
| 1960 Austin Healy 3000 | 1967 Ferrari 330 GTC |
| 1969 Corvette L88 | 1985 Ferrari 308 GTS |
| 1963 Jaguar XK-E Coupe | 1985 Bentley Continental Cnv |
| 1965 Ferrari 330 GT 2+2 | 1967 Mercedes-Benz 300SE Cab |
| 1959 Jaguar Lister Costin Racer | 1950 Chrysler Town & Country |
| 1957 Mercedes-Benz 190SL | 1949 Hudson Commodore Convertible |
| 1969 Maserati Ghibli Coupe | 1935 Lincoln K 12 3 Window Sedan |
| | 2005 Ferrari 575 Superamerica (6 speed) |

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David Tomaro

Monterey is all about the cars

A Great Ride and a Great Show

by Keith Martin

I've always liked amusement parks and county fairs.

The Monterey Classic Car Week has everything you might expect from a week geared towards entertainment — from buyers and sellers on emotional roller-coasters to owners parading their cars like thoroughbred horses at a 4-H show.

If you like cars, old or new, you're sure to find something that hits your hot button.

This is SCM's 28th year at Monterey. Our intrepid staff will be at Gooding & Company all week long — and at booths at Legends of the Autobahn and Concorso Italiano.

Nearly 40,000 copies of this Insider's Guide have been distributed throughout the Monterey Peninsula. This is our 11th year of putting it together, and it remains wildly popular with enthusiasts, as it is the only comprehensive guide to the week-end.

Pick your spots — and cars — carefully

To maximize the chances of having a great week, follow these simple rules:

Don't try to do too much, and double the amount of time you think it will take you to get anywhere.

If you're selling a car at auction, be aware that the market is settling down, so hoping for tomorrow's prices today might not be wise.

Conversely, as a buyer, you can't really pay too much for quality. And you can't run away from cars with needs fast enough.

We look forward to visiting with you at our booths — be sure to pick up your SCM 27th Anniversary pins. We'll also be standing shoulder to shoulder with you at the auctions and the concours.

At SCM, we like cars as much as you do — which is why we look forward to the highs and lows of Monterey every year. It's a great ride and a great show. ■



Sports Car Market

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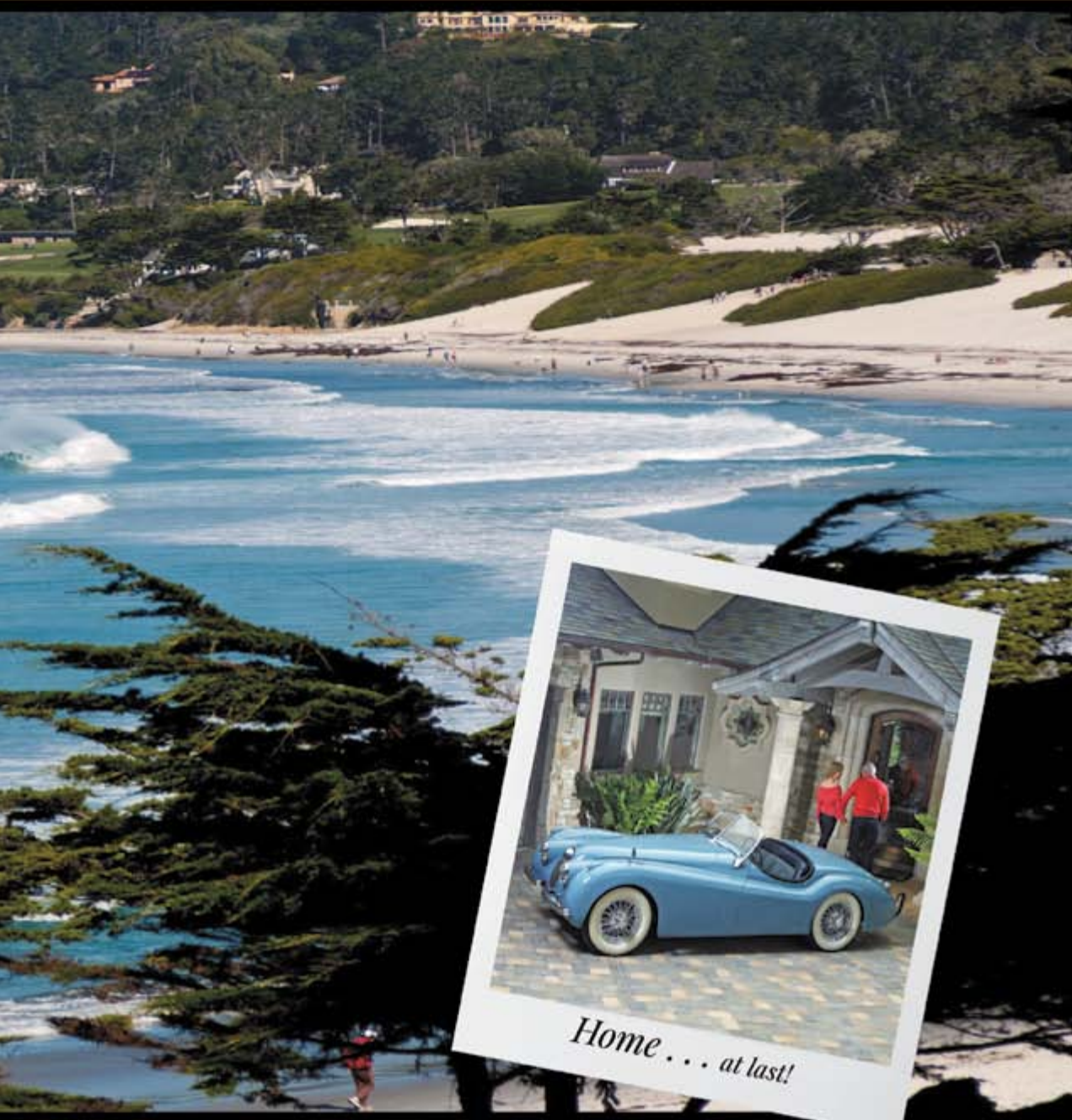
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The world seemed to stand still during the days and weeks following the totally unexpected death of our beloved son Nicklas "Nick" Hamann.

He inherited his passion for fast, special and classic motorcars from me, as I did inherit it from my father. Nicklas shared that passion with the many people he met, young and old, which made him many friends in the community.

Nicklas would've wanted me to continue doing what I love and what he enjoyed himself so much. He would've encouraged me to go on and so we will with his youthful spirit guiding us from above. He learned early enough what it means to

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1958 PORSCHE 356 A SPEEDSTER

Coachwork by Reutter



1961 FERRARI 250 GTE SERIES I

Coachwork by Pinin Farina | Chassis 2927 GT
Without Reserve



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Monterey Auction Roundtable

SCM asks each auction house for their 2015 star cars and under-the-radar sleeper cars



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Gooding Sleeper: 1956 Fiat Eden Roc



Kelleher

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

Star Car: With only an approximate 10,000 miles from new, we're offering a **1967 Ferrari 275 GTB/4**. After being held by one family for more than 40 years, the four-cam was rediscovered and displayed at North America's top classic events; it won a Second in Class award in the competitive post-war preservation judging at the 2013 Pebble Beach Concours d'Elegance, and it achieved Platinum and Preservation Platinum awards at the January 2014 Cavallino Classic in Palm Beach, FL. This 275

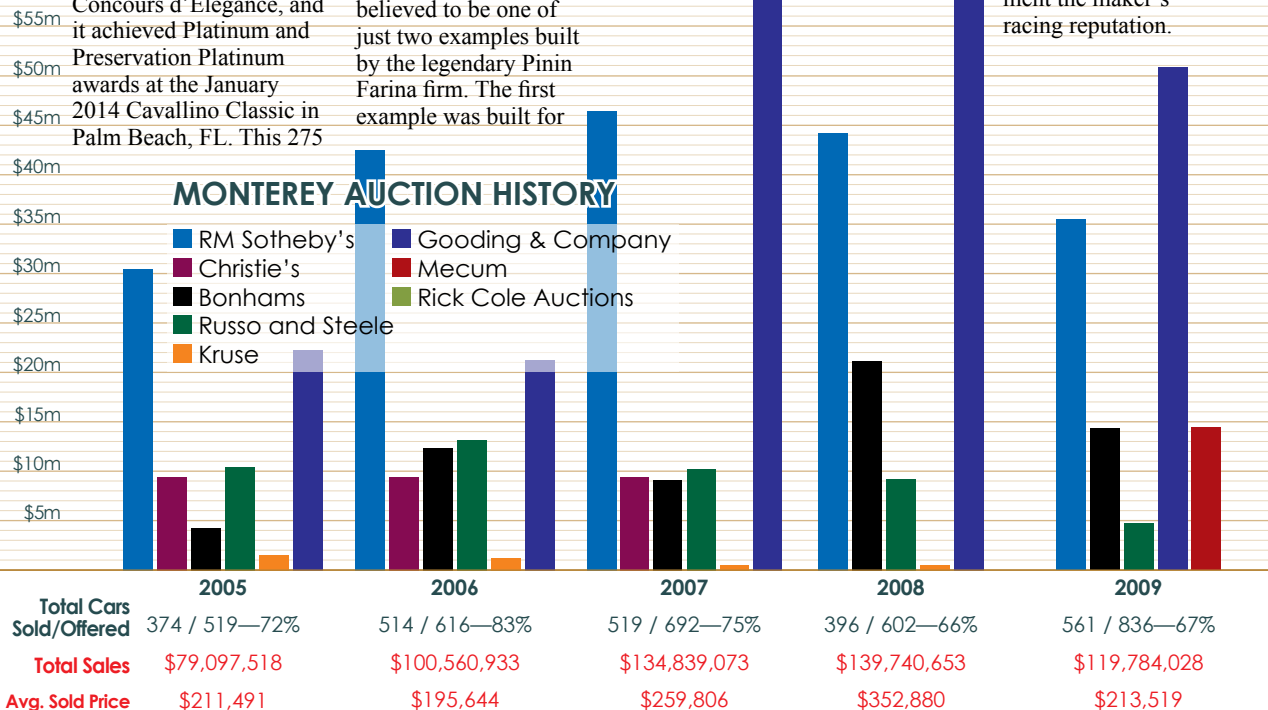
GTB/4 carries a highly attractive color combination of dark blue exterior and tan leather interior. Here is a rare opportunity to purchase what many consider to be one of the most original 275s in existence, even retaining its original tires, exhaust, interior and chrome. Offered without reserve, estimate upon request.

Sleeper Car: Having been kept in the ownership of a single Southern California family since new, the **1956 Fiat Eden Roc** on offer is believed to be one of just two examples built by the legendary Pinin Farina firm. The first example was built for

Fiat executive and style icon Gianni Agnelli for use on his estate in Italy. This Eden Roc was created for Standard Oil magnate and important Ferrari customer William Doheny for use at his family's Lake Arrowhead estate in the mountains above Los Angeles. Now over 60 years later, the Doheny Eden Roc has been restored to its former splendor and never fails to draw an appreciative crowd. (Estimate: \$250,000-\$350,000)

Ian Kelleher
Senior Car Specialist,
RM Sotheby's, Culver City, CA

Star Car: My star pick for this year's Monterey sale is the **1950 Ferrari 275S/340 America Barchetta by Scaglietti**, chassis number 0030MT, not only for its stunning looks and performance, but for the significant role it played in the marque's history. A fantastic example of an early Works Ferrari campaigned by Scuderia Ferrari, it helped cement the maker's racing reputation.





RM Sotheby's sleeper: 2005 Ferrari Enzo

Additionally, as the first Ferrari sports racer fitted with a Lampredi-designed V12 engine, the model marked the beginning of a great era in the company's history; engines of this type powered Ferrari to numerous championships.

0030MT truly meets all the important criteria for collectibility: one of only two of its kind, it is exceptionally rare and boasts a fantastic provenance, having been driven by some of Italy's greatest racing drivers throughout the 1950s, including in the Mille Miglia — making it a fantastic candidate for use in future vintage-racing events.

We've seen some strong prices achieved for early Ferraris in recent times, and we expect this car will follow suit. Its storied history, plus its masterful, purpose-built construction puts it in a class of its own.

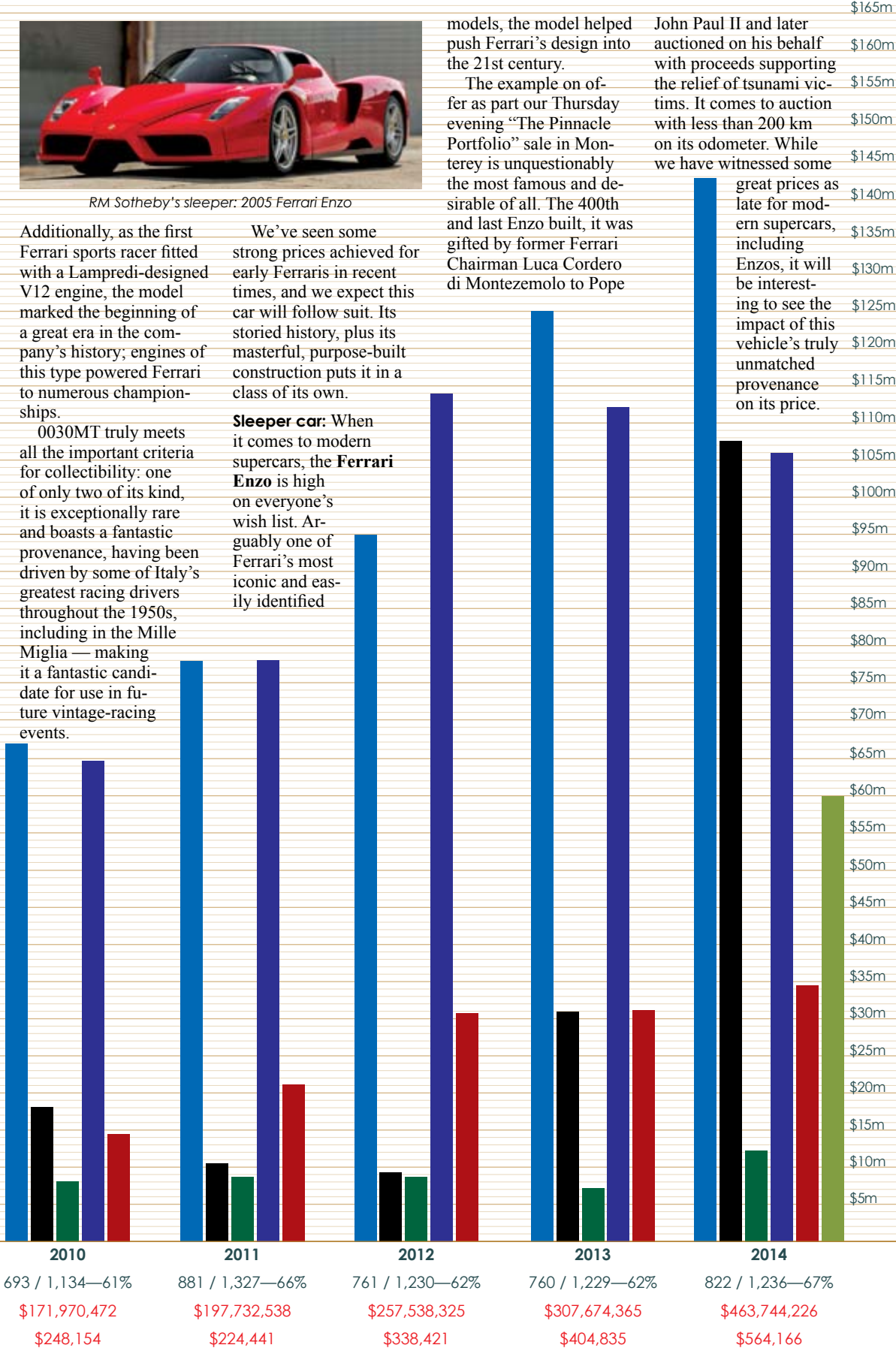
Sleeper car: When it comes to modern supercars, the **Ferrari Enzo** is high on everyone's wish list. Arguably one of Ferrari's most iconic and easily identified

models, the model helped push Ferrari's design into the 21st century.

The example on offer as part our Thursday evening "The Pinnacle Portfolio" sale in Monterey is unquestionably the most famous and desirable of all. The 400th and last Enzo built, it was gifted by former Ferrari Chairman Luca Cordero di Montezemolo to Pope

John Paul II and later auctioned on his behalf with proceeds supporting the relief of tsunami victims. It comes to auction with less than 200 km on its odometer. While we have witnessed some

great prices as late for modern supercars, including Enzos, it will be interesting to see the impact of this vehicle's truly unmatched provenance on its price.



MONTEREY / Auction Roundtable



Alcazar

Drew Alcazar

President, Russo, Scottsdale, AZ

Star Car: For this, our 15th year in Monterey, Russo and Steele is proud to offer one of the most undisputedly beautiful Grand Tourers ever conceived by the mind of Pininfarina through the hands of Scaglietti. S/N 5003, a 1963 Ferrari 250 GT/L Berlinetta “Lusso,” is unquestionably an object of desire for any automobile collector anywhere on earth.

The Lusso’s chassis and engine were closely related to those employed by the competition 250 GT SWB and 250 GTO.

Sleeper Car: Our 2015 sleeper car is a beacon of automobile design from the hands of an influential designer and could largely be considered a very early precursor to one of the most important automotive shapes of all time: Carroll Shelby’s timeless Cobra.

The 1952 Tojeiro Barchetta Sports Racer is an early creation of John Tojeiro and showcases the fledgling development of many of the period-forward design

ideas that he would later demonstrate and use to create automotive legend on future projects.

This car, registered LOW 77, is powered by an MG engine and weighs in at only 1,180 pounds, making it a potent competition vehicle for its time.



Mecum

Dana Mecum

President, Mecum Auctions, Walworth, WI

Star Car: Undoubtedly just one of the many shining stars — or what Mecum refers to as “main attractions” — at this year’s Daytime Auction in Monterey is Steve McQueen’s 1976 Porsche 930 Turbo Carrera. The very last of McQueen’s special-order Porsches will cross the block on Saturday afternoon as not only a fine example of the marque, but as a testament to the hard work and lifelong dedication that the “King of Cool” devoted to troubled kids in Los Angeles.

A portion of the proceeds from the sale of this 930 Turbo will benefit the Boys Republic, and our company is thrilled to help create awareness for this hard-working facility.



Mecum sleeper: 1965 Chevrolet Corvette Fuelie

Sleeper Cars: Hardly to be labeled a sleeper, but more of a call to pay attention: Mecum Auctions is bringing a collection of 26 incredibly low-mileage vintage Corvettes to Monterey.

The Ed Foss Low-Mileage Corvette Collection will hit the auction block on Friday afternoon and will present a unique opportunity to acquire some of the finest examples of America’s Sports Car.

One car of particular note from the collection is the Glen Green 1965 Fuelie convertible — a certified Bloomington Gold Benchmark car with only 1,652 original miles on the odometer.



Greisen

Jakob Greisen

Vice President and head of U.S. Motoring Department, Bonhams, San Francisco, CA

Star Car: 1953 Fiat 8V Supersonic. My dad was a Fiat dealer in the early 1980s, and he would always refer to the 8Vs as a Fiat completely in a league of its own. The jewel-like, all-aluminum 2-liter V8 engines, along with the revolutionary fully independent suspension setup and luxuriously appointed interiors, made these cars exciting beyond the skin-deep beauty.

Of all the boutique Italian carrozzerie, however, it is my opinion that Ghia’s Supersonic really made a design statement, and just blows me away when I see one. We are very pleased to offer an exceptional example at Quail Lodge this year, freshly restored and from a nearly four-decades-long ownership.

Sleeper Car: The ex-Steve McQueen 1950 Hudson Commodore convertible. This exciting piece of Americana was owned and used by no less than the “King of Cool.” Uniquely styled and cool as can be, this really is a lot of history and a great classic. ■



Russo sleeper: 1952 Tojeiro Barchetta Sports Racer



Bonhams star: 1953 Fiat 8V Supersonic

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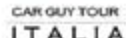
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August 12th - 15th, 2015

Hosted at the Monterey Plaza Hotel & Spa



PRESS RELEASE: Dreamcatcher Auctions in collaboration with JR Auctions is presenting an exclusive Fine Art, Car & Yacht Auction. Monterey Car Week is a "must see" for every lover of the automobile and fine art.

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JR-Auctions — Cannery Row Car & Yacht Auction



1961 Morgan Plus 4 roadster

Preview: Wednesday, August 12; Thursday, August 13; Friday, August 14; Saturday August 15; 9 a.m. to 7 p.m. at the staging tent

Auction: Wednesday, August 12; Thursday, August 13; Friday, August 14; Saturday, August 15; noon to 4 p.m.

Where: Monterey Plaza Hotel and Spa, 400 Cannery Row, Monterey, CA 93940

Web: jr-auctions.com

Phone: 844.572.8867

Cost: Bidder registration is \$500 and includes bidder's badge and guest badge. Badges are required to enter staging area and auction

Insider tip: JR-Auctions joins the Monterey party this year and adds a twist to the traditional car auction formula: yachts. Their sale takes place on historic Cannery Row at the Monterey Plaza Hotel overlooking Monterey Bay.

Star Cars: **1965 Jaguar XKE Series I 4.2 convertible.** Matching numbers. Finished in Old English White over black interior with black top. The car has been driven very little since the original restoration.

1961 Morgan Plus 4 roadster. Fresh meticulous restoration. An honest, mechanically excellent and beautifully presented Morgan Plus 4.

2006 F430 F1 Spider. Like new with only 12,000 miles. In Giallo Modena with yellow-stitched black leather interior. Includes books, tools, maintenance records and clean CARFAX.

2005 Ocean Alexander 58-foot Pilothouse yacht. Custom interior by noted yacht designer Sylvia Bolton. With three staterooms, large salon and galley. High-gloss varnish throughout, custom leather in dinette, granite counters in galley. Fully loaded with equipment and electronics.

1969 Pontiac GTO Judge convertible. One of 108 convertible Judges built in 1969. Numbers-matching Ram Air III with 4-speed.

1981 Ferrari 308 GTS

1959 Fiat Jolly beach car ■



2006 F430 F1 Spider



14th Annual SCM Insider's Seminar

“What's Collectible Now?”

Where: Gooding & Company Auction Pavilion, Pebble Beach

When: Saturday, August 15, 9:30–11:30 a.m.

Registration: www.sportscarmarket.com/monterey2015

Phone: 503.261.0555 x217

Cost: Admission is free to SCM Platinum members. Subscribers, \$35 for two; non-subscribers, \$70 for two.

Insider tip: Join SCM as our experts take the pulse of the current classic car market. This year's topic is “What's Collectible Now,” with a special focus on the most recent changes in the market, as well as a look at what's on the horizon in terms of values. Topics will include Countach prices and why they've exploded, why you should park a C-10 next to your Porsche, if the Miata is the next Bugeye, and whether Duesenbergs are this year's big-buck bargains. All panelists will also choose their Best Buys for 2016.

Publisher Keith Martin will moderate our panel, which includes Carl Bomstead (American Sports and Muscle), Miles Collier (Collier's Choice), Simon Kidston (The European Perspective), Donald Osborne (European Sports and Racing, excluding Ferrari), Jim Pickering (Editor, American Car Collector), and Stephen Serio (Ferraris and Late-Model Exotics).

After the discussion, our panel will break off into groups with seminar attendees for in-depth looks at this year's Gooding & Company consignments.



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1954 Ferrari 500 Mondial Pinin Farina Spyder. Serial number 0426 MD, engine number 0426 MD, the ninth of 22 Series 1 500 Mondial Spyders built, completed by Pinin Farina in April 1954. Aurelio Lampredi 2.0-liter engine. The car was raced immediately following completion by regular Scuderia Ferrari driver Franco Cortese in the 26th Mille Miglia in May 1954, finishing 14th overall. (Signori Cortese is known as the driver with the most Mille Miglia finishes ever.) Raced again at the 1957 Mille Miglia by Alfredo Vaccari. 0426 MD is documented by noted Ferrari historian Marcel Massini and is matching numbers, a Mille Miglia Storica veteran, and undoubtedly welcomed at any concours or rally worldwide.

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Mecum Auctions at Monterey — The Daytime Auction



1976 Porsche 930 Turbo, formerly owned by Steve McQueen

Preview: Thursday, August 13; Friday, August 14; Saturday, August 15; gates open at 8 a.m.

Auction: Thursday, August 13, 10 a.m.; Friday, August 14; Saturday, August 15; 11 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

Phone: 262.275.5050

Cost: \$25 gate admission per person per day; children 12 and younger enter for free. Bidder's registration is \$100. Auction seating area may be reserved for registered bidders only

Last year: 361 sold/643 offered / \$34.6m

Insider tip: Mecum knows how to consign and sell a ton of cars. Their Monterey auction is a non-stop conveyor belt of muscle cars, trucks, sports cars and exotics. Last year they sold 361 cars for nearly \$35 million combined. That works out to an average price per car of \$95k. Topping the sales chart were a 1961 Ferrari 250 GT Series II cabriolet at \$2.4m, a 1972 McLaren

M20 Can-Am racer at \$2.2m and a 1930 Duesenberg Model J Torpedo convertible at \$1.5m.

Star Cars: **1976 Porsche 930 Turbo.** The last of Steve McQueen's special-order Porsches.

2006 Ford GT. Part of the Jeff Cohen Collection since new. 1,750 original miles. Equipped with all four options. Books, records, car cover and original window sticker included.

1969 Chevrolet L88 Corvette. 427/430 L88 engine, 4-speed manual transmission. Discovered in Knoxville in the late 1970s. After 25 years in storage, the car was taken to renowned Corvette expert Roger Gibson. His team completed a 5,100-hour restoration over 19 months. NCRS Top Flight award in 2015. Documented with original tank sticker.

1963 Shelby 289 Cobra. S/N CSX2135, an early rack-and-pinion demonstrator

1969 Lamborghini Miura P400 S

1967 Toyota 2000GT

1964 Ferrari 250 GT/L Lusso ■



2006 Ford GT



1969 Chevrolet L88 Corvette

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RM Sotheby's — Monterey



1966 Ferrari 275 GTB/6C Alloy

Preview: Wednesday, August 12, 10 a.m. to 8 p.m.; Thursday, August 13; Friday, August 14; Saturday, August 15; 10 a.m. to 6 p.m.

Auction: Thursday, August 13, 4 p.m.; Friday, August 14; Saturday, August 15; 6:00 p.m.

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

Web: www.rmsothebys.com

Phone: 519.352.4575

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

Last year: 118/129 cars sold / \$143.4m

Insider tip: RM's 2014 Monterey auction achieved \$143 million in total sales — the highest-grossing collector car auction of all time. This year the auction house adds a third day for "The Pinnacle Portfolio," a private collection of exceptional sports cars ranging from European luxury icons of the 1950s and 1960s to 21st-century supercars.

Star Cars: 1966 Ferrari 275 GTB/6C Alloy. Long-nose, torque-tube, alloy-bodied example fitted with six Weber carburetors and outside filler cap. In California all its life with just four owners. Recent cosmetic restoration by Kevin Kay Restorations; engine rebuilt by Patrick Ottis. (RM estimate: \$3.6m–\$4.2m)

1970 365 GTB/4 Daytona coupe U.S. prototype. The U.S.-spec prototype, delivered new to Bill Harrah. In his ownership, it was featured in the October 1970 issue of *Road & Track*. Recent full restoration to original specifications. Ferrari Classiche certified. (\$900k–\$1.2m)

1998 McLaren F1. The 63rd McLaren F1 built. Upgraded by McLaren to LM specifications, with 680-hp LM engine, "Extra High Downforce Package," and numerous other mechanical upgrades. (Contact RM Sotheby's for estimate)

2006 Bugatti Veyron 16.4. S/N 001. The very first Bugatti Veyron 16.4 sold to the public. Less than 800 miles on its odometer. (\$1.9m–\$2.2m)

2012 Veyron 16.4 Super Sport. The 300th Veyron built, offered from single ownership (\$2.4m–\$2.9m). Both Veyrons have been recently fully serviced at the Bugatti factory in Molsheim, France. ■



1998 McLaren F1



2006 Bugatti Veyron 16.4

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*1958 Aston Martin DB2/4 Mk III Drophead Coupe
for sale at RM Sotheby's 2015 Monterey Auction*
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Photo courtesy of RM Sotheby's

Russo and Steele — Monterey on the Waterfront



1963 Ferrari 250 GT/L Lusso

Preview: Wednesday, August 12; Thursday, August 13; Friday, August 14; Saturday, August 15; 10 a.m. to 3 p.m.

Auction: Thursday, August 13; Friday, August 14; Saturday, August 15; 5 p.m.

Where: 290 Figuero St., Monterey, CA 93940

Web: www.russoandsteele.com

Phone: 602.252.2697

Cost: \$20 general admission; \$55 three-day pass. Bidder registration is \$200, and includes an official auction pocket guide, one bidder's pass and one guest pass to all three nights of auctions

Last year: 102 sold/189 offered / \$12.1m

Inside tip: Russo and Steele's downtown Monterey auction is a theatrical spectacle unlike anything else on the Peninsula. Their high-energy "auction in the round" lets bidders get up close and personal with each car as it crosses the block. Russo's market focus is cars valued between \$50k and \$500k. Expect to see a varied mix of luxury European sports cars, high-quality customs, vintage race cars and ground-pounding American muscle.

Star Cars: 1963 Ferrari 250 GT/L Lusso. S/N L5003. Design by Pininfarina, body by Scaglietti. Sold new via Chinetti Motors in New York City. Formerly in the collection of music star Adam Levine. Recent comprehensive service at Gran Touring Classics in Long Beach, CA, including attention to the braking, cooling, electrical, fuel and ignition systems, plus carburetor tuning and more. Wears Borrani wire-spoke wheels. Books and tool roll included.

1952 Tojeiro Barchetta sports racer. One of just a few Tojeiro barchettas. Extensive period race history. Restored in 2007. The car is eligible today for the most prestigious vintage events worldwide and carries an FIA passport. Historic file contains many action photos.

1973 Ferrari 246 GTS Dino

1959 Mercedes-Benz 190SL convertible

1984 Ferrari 308 GTS

1971 Porsche 911T

1966 Jaguar XKE convertible

1959 Porsche 356 hard-top cabriolet ■



1973 Ferrari 246 GTS Dino



1959 Porsche 356 hard-top cabriolet



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Bonhams — Quail Lodge Auction



1948 Aston Martin Works team racer

Preview: Wednesday, August 12, 10 a.m.; Thursday, August 13, 10 a.m.; Friday, August 14, 9 a.m.

Auction: Friday, August 14, 11 a.m.

Where: Quail Lodge's West Field, 7000 Valley Greens Drive, Carmel, CA 93923

Web: 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: 106 sold/117 offered / \$107.7m

Insider tip: Bonhams' long-running auction at the Quail Lodge takes place alongside one of Monterey Car Week's swankiest events: The Quail, A Motorsports Gathering. Your Bonhams admission won't get you into The Quail, but a \$600 Quail ticket does include the Bonhams auction. Totals broke \$100 million at this sale last year, and more than one-third of the dol-

lars were for just one car — a 1962 Ferrari 250 GTO, which found a new owner for \$38m. It was the most expensive car ever to sell at auction.

Star Cars: **1953 Fiat 8V Supersonic.** Offered out of long-term ownership, now freshly restored. (Bonhams estimate: \$1.8m–\$2.4m)

1949 BMW Veritas Scorpion cabriolet by Spohn. (Contact Bonhams for estimate)

1987 Porsche 959 Komfort. (\$1m–\$1.25m)

1990 Ferrari F40. From the Tony Hart Collection. (Contact Bonhams for estimate)

1967 Lamborghini Miura P400. Very original, in single ownership since 1978. (\$850k–\$1m)

1971 Ferrari 356 GTB/4 Daytona coupe. (Contact Bonhams for estimate)

1951 Ferrari 212 Inter cabriolet. (\$2.4m–\$2.8m)

1948 Aston Martin Works team racer. (\$600k–\$800k) ■



1987 Porsche 959 Komfort



1990 Ferrari F40

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1961 MERCEDES-BENZ 190SL ROADSTER

Light Blue (D6334) with Beige Leather Interior, Matching Beige Soft Top, Tonneau Boot and Factory Hard Top in Original Color, Oatmeal Squareweave Carpets, Beautiful Rust-Free CA Car with Only 56,078 Original Miles, Wide White Wall Tires, Becker Europa Radio, Complete with Tools and Handbook, \$128,500



1966 MERCEDES-BENZ 250SE CABRIOLET

Graphite Grey (DB190) with Black Leather Interior, Matching Black Canvas Soft Top and Original Black Leather Tonneau Boot, Automatic Transmission, Zebra Wood Fascia, Becker Europa Radio, Original Handbooks and Jack, An Ultra Desirable Model with only 52,526 Original Miles in a Gorgeous Color Scheme, \$94,500



1955 CHEVROLET CORVETTE ROADSTER

Gypsy Red w/ Light Beige Interior and Beige Canvas Soft Top, Driven Only 54 Miles Since a Recent Frame-Off Restoration, 265-ci V8 Automatic Transmission, WWW Tires, Original AM Radio, Drives Great, \$124,500



1939 CADILLAC 61 CONVERTIBLE SEDAN

Black w/ Red Leather Interior & Tan Canvas Soft Top, Original Radio, Dual Sidemount Spares, Equipped w/ 340-ci V8 Engine & Manual Shift Transmission, Showing 8,097 Miles, 1 of 140 Built, Runs Great, \$79,500



1989 MERCEDES-BENZ 560SL CONVERTIBLE

Blue Green Metallic w/ Light Cream Interior, Dark Brown Canvas Soft Top and Oatmeal Carpets, Very Low Mileage, Automatic Transmission, A/C, Cruise Control, Very Well Preserved with Only 30,341 Miles, Book and Tools, \$34,500



1961 CHEVROLET CORVETTE CONVERTIBLE

Roman Red w/ White Covers, New White Soft Top & Black Interior, 4-Speed Transmission, Power Brakes & Wide White Wall Tires, Nicely Detailed, Black-Plate California Car with 98,026 Miles, \$68,500



1969 JAGUAR E-TYPE 4.2 ROADSTER

Premiere w/ Black Leather Interior and Black Everflex Soft Top, Equipped with 4.2-Litre Engine, Manual Transmission, 69,344 Miles, A Very Original Example, \$59,500



1980 ASTON MARTIN V8 VOLANTE

Metallic British Racing Green w/ Red Leather Interior & Tonneau Hood, Black Canvas Soft Top, 46,261 Kilometer Example, Automatic Transmission, A/C, Blackwood Fascia, Factory Alloy Wheels, Rare European Model, \$149,500



1961 JAGUAR XK150 3.8-LITRE DHC

Black w/ Red Leather Interior and Black Canvas Soft Top w/ Matching Tonneau Hood, Lovely Example Equipped w/ WWW Tires, Chrome Wire Wheels, Matching Number Example, 47,290 Miles, Handbook and Heritage Certificate, \$119,500



1967 MERCEDES BENZ 250SL ROADSTER

Papyrus White w/ Navy Hard Top, Hubcaps and Soft Top, Blue Tex Interior and Grey Square-Weave Carpets, Automatic Transmission, 122,804 Kilometers, Original Books & Pouch, \$84,500



1954 BENTLEY R TYPE

Shell Grey over Silver, Tobacco Leather Interior & Burlwood Fascia & Door Caps, Coachwork By Hooper, RHD Example, Automatic Transmission, Sunroof, 86,459 Miles, Original Handbook, Service Records & Tools, \$44,500



1954 JAGUAR XK120 ROADSTER

Blue w/ Two-Tone Blue Leather Interior, Tan Canvas Soft Top w/ Side Curtains, Two-Owner CA Car, Same Ownership Past 45 Years, Matching Numbers, LHD, 4-Speed, CRW, Driving & Fog Lamps, Rare Boxed Factory Spare Parts Kit, Tools, 58,926 Miles, Heritage Certificate, \$108,500



1963 ROLLS ROYCE SILVER CLOUD III DROPHEAD

One of Cream Leather Interior, Cream Everflex Top & Boot, Rare LHD, Black Plate CA Car, 32,300 Original Miles, PW, A/C, Same CA Owner Since 1968, 1 of 25 LHD Cars, Orig. Documents, Handbooks & Tools, \$675,000



1983 ROLLS ROYCE SILVER CLOUD III by RADFORD

Black w/ Red Leather Interior, Rare JHD Radford Countryman Model, Only 92,748 Original Miles, A/C, PW, Burlwood Fascia, Maplights, and Much More, Same Beverly Hills Owner Since 1987, Tools & Factory Handbook, \$124,500



1960 PORSCHE 356B 1600 SUPER COUPE

Red with Tan Leather Interior and Oatmeal Square Weave Carpets, Nicely Restored Matching Number Example w/ Rebuilt Engine, Equipped with Chrome Wheels, 3-Band Blaupunkt Radio, A Great Driving Classic Porsche Coupe, Complete with Books, Heritage Certificate and Restoration Documentation, \$79,500



1969 JAGUAR E-TYPE SERIES II OTC

Light Blue w/ Navy Leather Interior, Navy Canvas Soft Top and Matching Ever-Flex Tonneau Boot, Equipped with 4-Speed, Chrome Wire Wheels, AM/FM CD Player, An Exceptionally Well-Preserved Original Example in a Beautiful Color Combination, \$79,500

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Rick Cole Auctions — Monterey 2015



1966 Ferrari 275 GTB/4

Preview: Thursday, August 13; Friday, August 14; Saturday, August 15; 10 a.m. to midnight

Auction: Friday, August 14, 2 p.m. through Saturday, August 15, midnight

Where: Bidding online or absentee onsite. Viewing at Marriott Hotel Downtown Monterey, 350 Calle Principal, Monterey, CA 93940

Web: www.rickcole.com

Phone: 844.474.2526

Cost: Complimentary bidder registration and preview to registered bidders of RM Sotheby's, Gooding, Bonhams and other recognized auction companies

Last year: 28 sold/37 offered / \$59.9m

Insider tip: Rick Cole is a familiar name on the Monterey Peninsula. Last year he launched his own auction and introduced Monterey shoppers to smartphone bidding. Nearly \$60 million in sales was the result, and expectations are high for Monterey 2015. You can view

the cars in person at the Marriott Hotel and then use your phone to keep an eye on bidding while enjoying the rest of the Monterey Car Week festivities.

Star Cars: 1966 Ferrari 275 GTB/4. The first alloy 4-cam built. One of 14 alloy cars, one of two with outside filler, one of one with factory competition engine. Includes all tools, books, records and Ferrari Classiche certification.

1949 Hudson Commodore convertible. With Twin H-power and a 100-point show-winning restoration.

1969 Chevrolet Corvette L88 coupe. A 2,500-actual-mile time capsule.

1991 Ferrari F40. With 3,000 actual miles. Includes all books, tools, records and Ferrari Classiche Certification.

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\$319,981



F12

Year: 2014 Miles: 616
Exterior Color: Rosso Corsa
Interior Color: Nero
\$399,981



F430 Spider

Year: 2006 Miles: 8,226
Exterior Color: Rubino Micalizzato
Interior Color: Cuoio
\$137,992



360 Spider

Year: 2002 Miles: 4,320
Exterior Color: Giallo Modena
Interior Color: Nero
\$105,981



Testarossa

Year: 1988 Miles: 17,535
Exterior Color: Nero
Interior Color: Nero
\$159,981

Gooding & Company — The Pebble Beach Auction



1988 Porsche 959 Komfort

Preview: Wednesday, August 12, 10 a.m. to 6 p.m.; Thursday, August 13, 8 a.m. to 6 p.m.; Friday, August 14, 9 a.m. to 4:30 p.m.; Saturday, August 15, 9 a.m. to 4:30 p.m.; Sunday, August 16, 9 a.m. to 5:30 p.m.

Auction: Saturday, August 15, 5 p.m.; Sunday, August 16, 6 p.m.

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

Web: 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 get in free

Last year: 107 sold/121 offered / \$106m

Insider tip: Gooding & Company is the official auction house of the Pebble Beach Concours d'Elegance. This boutique sale lifts the gavel on a hand-picked selection of fine automobiles and takes place just uphill from the concours showfield. Last year's highlights included a 1955 Aston Martin DB3S sold at \$5.5m, a 1956 Maserati

250F at \$4.62m and a 1965 Ferrari 275 GTB Long-nose Alloy at \$4.62m.

Star Cars: **1967 Ferrari 275 GTB/4.** Very original car, retaining factory paint, tires, exhaust, interior and chrome. With one family for more than 40 years; 10,000 miles from new. Won Second in Class in Post-War Preservation judging at the 2013 Pebble Beach Concours d'Elegance. (Offered without reserve, estimate upon request)

1988 Porsche 959 Komfort. One of three 959s in Porsche 041 black — a “paint-to-sample” color — and the only one with wheels painted to match. Meticulously maintained at Porsche Zentrum Gstaad with 10 Porsche Zentrum stamps in the original service book. (Gooding estimate: \$1.6m–\$1.8m)

1957 Aston Martin DB2/4 Mk II coupe. Lifelong California car. With Tickford notchback body, finished in Bottle Green with Silver Gunmetal roof, just as it left the factory in 1957. In the care of just two owners, this well-kept Aston has never been comprehensively restored and has covered just over 45,000 miles from new. (\$300k–\$400k)

1927 Bentley 6½ Litre Le Mans Sports. (\$800k–\$1.1m) ■



1927 Bentley 6½ Litre Le Mans Sports



1957 Aston Martin DB2/4 Mk II coupe

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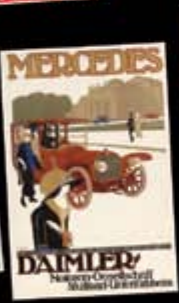
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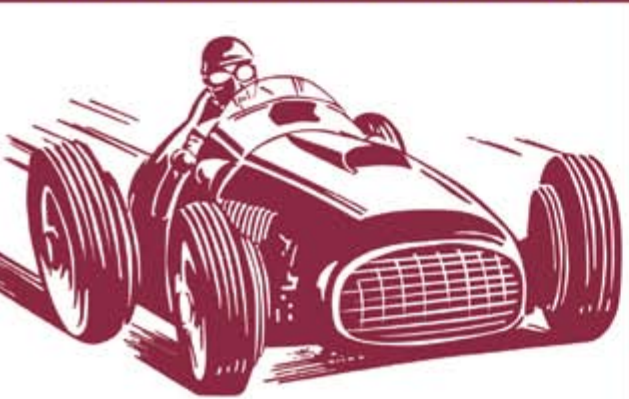
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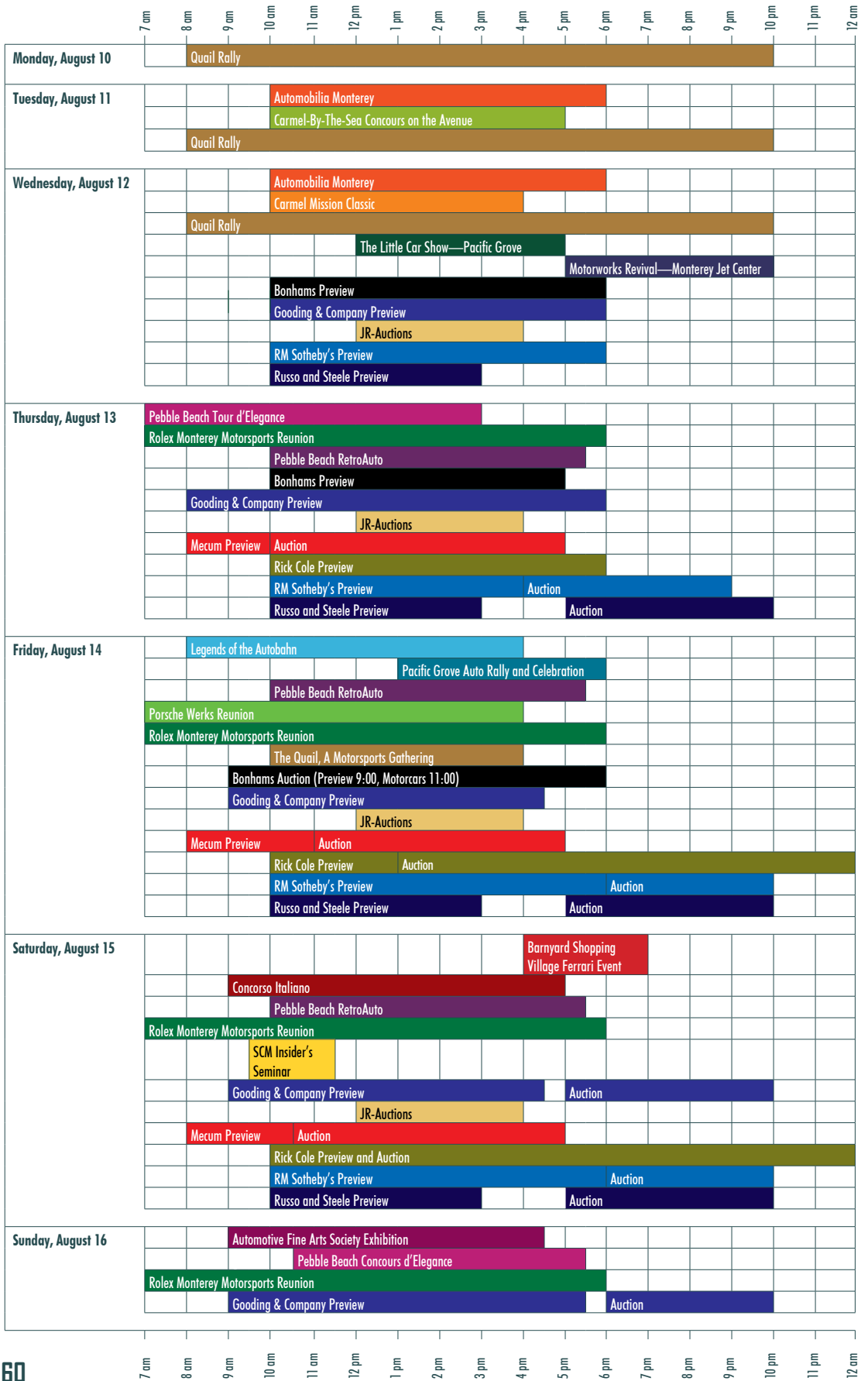
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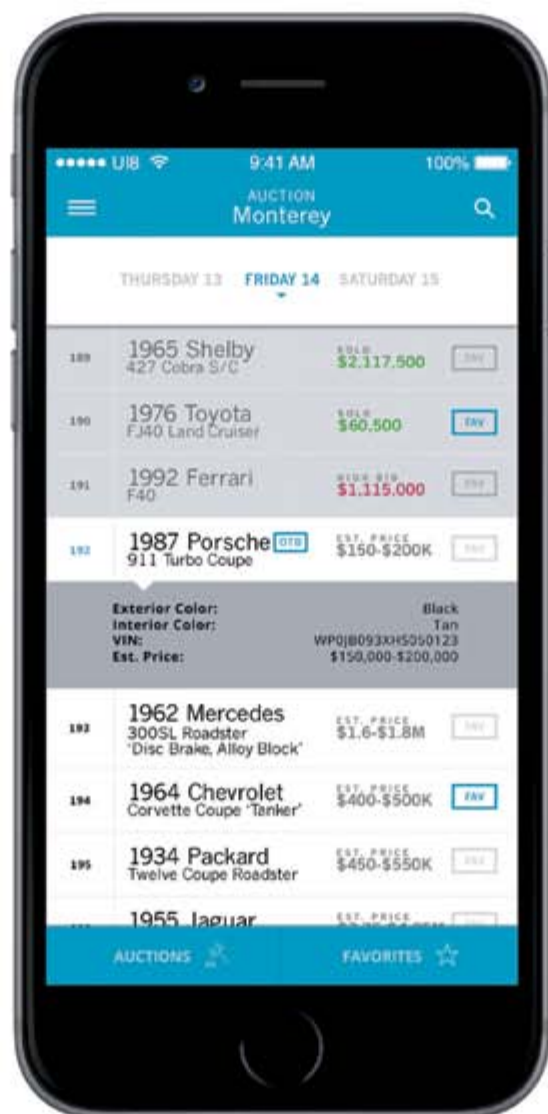
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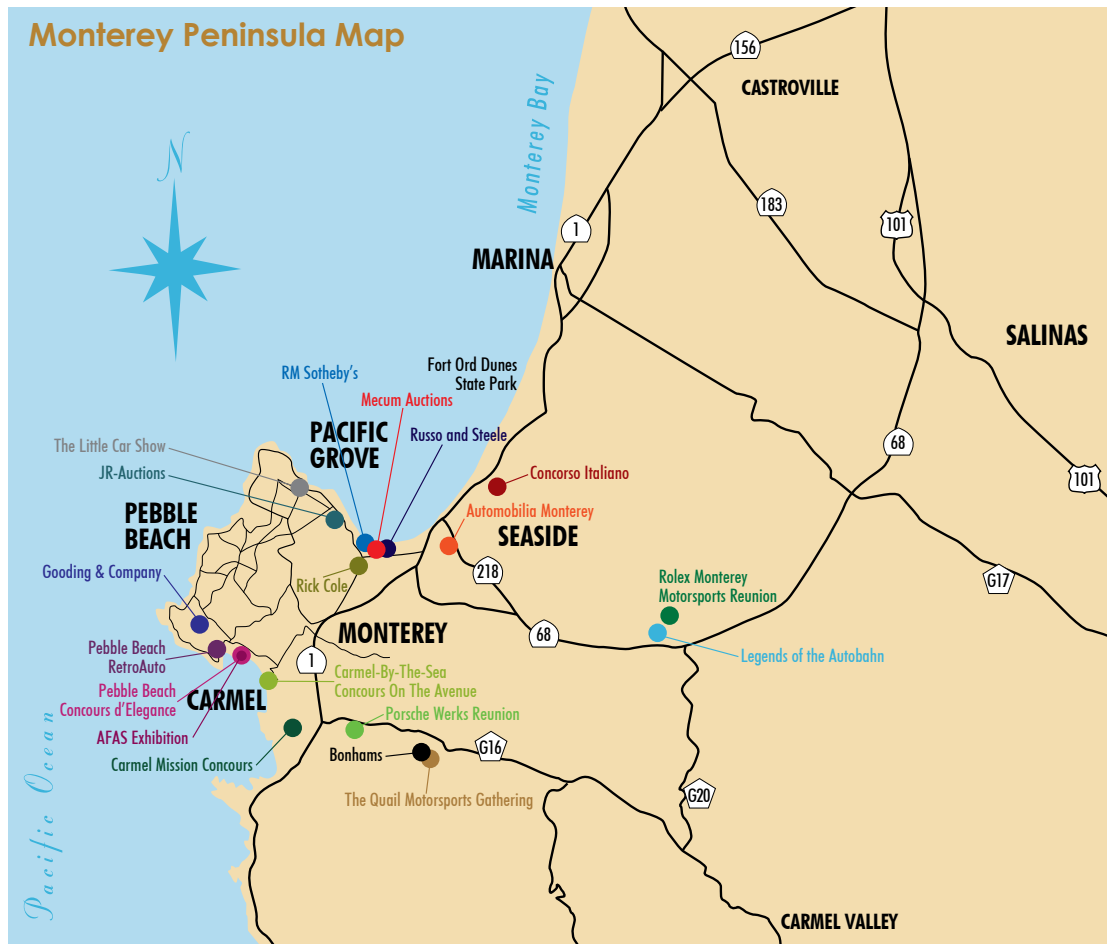


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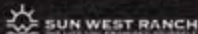
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Carmel-by-the-Sea Concours on the Avenue

Carmel-by-the-Sea Concours on the Avenue

Where: Ocean Avenue in downtown Carmel

When: August 11 from 10 a.m. to 5 p.m.

Web: www.carmelconcours.com

Phone: 404.237.2633

Cost: No admission fee, open to the public

Insider tip: Ocean Avenue closes to traffic for this early-in-the-week, kick-off 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.

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 cost.

Carmel Mission Classic

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

When: August 12, 10 a.m. to 4 p.m.

Web: www.carmelmissionclassic.org

Phone: 831.624.1271, extension 214

Cost: \$35 advanced purchase and \$45 at the door. All proceeds are marked for the Knights of Columbus Charities.

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 12, noon to 5 p.m.

Web: www.marinamotorsports.org

Email: jam@redshift.com

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

Insider tip: This is the sixth annual show of 100 micro, mini and arcane vehicles that were built at least 40 years ago and have smaller-than-1,601-cc engines or electric motors. This year's show will add "Orphan Cars of the Fifties," and period cars that came from companies that no longer exist, such as Crosley, Studebaker, Hudson, Nash, Packard and Willys, are welcome.

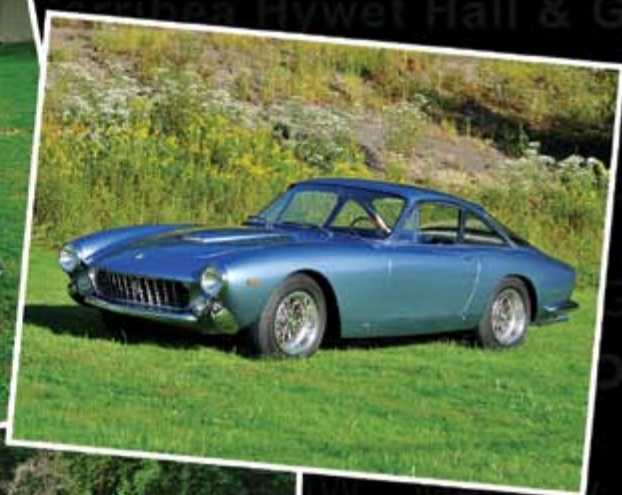
"Free" is a rare and welcome word on the Monterey Peninsula in August, and this charming event, which includes a parade around Pacific Grove's scenic waterfront, is a refreshing change of pace from the week's more serious events. Awards include "Most Smiles Per Mile Vehicle" and "Longest Distance Traveled to Show" (not necessarily driven). Hmm... this event has something in common with Pebble Beach after all.



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Gordon McCall's Motorworks Revival at the Monterey Jet Center

Gordon McCall's Motorworks Revival 2015 at the Monterey Jet Center

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

When: August 12, from 5 p.m. to 10 p.m.

Web: www.mccallevents.com

Cost: \$325 per ticket. A limited number of tickets will be sold at 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 24th 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 14, from 10 a.m. to 4 p.m.

Web: www.signatureevents.peninsula.com

Phone: 831.620.8879

Cost: \$600, which includes parking, lunch, beverages, souvenirs and admission to the Bonhams auction.

Insider tip: The 13th Annual The Quail, A Motorsports Gathering honors the Long-Tail Cars of Le Mans, Coachbuilt Ferraris, Iconic Pre-1965 Porsches, Pre- and Post- War Sports and Racing Cars, 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' 18th 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.

Concorso Italiano

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

When: August 15, 9 a.m. to 5 p.m.

Web: www.concorso.com

Phone: 425.742.0632

Cost: \$135, which includes parking, a goodie bag and a collector's magazine. Children younger than 12 attend for free with a paying adult. The Highline Autos Lunch

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MONTEREY / Concours & Events

is \$45. The CI Club Package, which includes Concorso's famous gourmet Italian Country lunch, morning and afternoon snacks, choice wines and admission, is \$350. Those exhibiting a car get a discount.

Insider tip: This year's Concorso will feature 25 Years of the Lamborghini Diablo, 50 Years of the Iso Grifo, The Ferrari 250 GTE, Classic Ferraris and the Ferrari 250 GTE Owner's Reunion. 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. Our own publisher, Keith Martin, returns for his 17th 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.

Second Annual Porsche Werks Reunion

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

When: August 14, 7 a.m. to 4 p.m.

Web: www.werksreunion.com

Cost: Free for spectators

Insider tip: This second Porsche Werks Reunion will honor 40 Years of the 911 Turbo. 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.

Legends of the Autobahn

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

When: August 14, 8 a.m. to 4 p.m.

Web: www.legendsoftheautobahn.org

Cost: \$75 to enter your car in a judged event; \$40 for a spot in the corral. Spectators enter for free.



Porsche Werks Reunion

Insider tip: This is the seventh 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. Publisher Martin will again 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.

The Barnyard Shopping Village Ferrari Event

Where: The Barnyard Shopping Village, Carmel

When: August 15, 4 p.m. to 7 p.m.

Web: www.thebarnyard.com

Phone: 831.624.8886

Cost: \$37 in advance, \$45 at the gate

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 16, 10:30 a.m. to 5:30 p.m.

Web: www.pebblebeachconcours.net

Phone: 831.622.1700

Cost: \$300 in advance, \$350 on the day of the show. Children younger than 12 are admitted for free in the company of an adult. Club d'Elegance tickets, which include VIP parking, early access to the showfield, guided tours and full breakfast and lunch buffets, are \$750.

Insider tip: Designs by Carrozzeria Touring, Post-war Cunningham, Mercury Custom, Lincoln Continental 75th anniversary and Shelby GT350 50th anniversary are some of the featured cars of the 65th Annual Pebble Beach Concours d'Elegance. This year's concours also will pay tribute to British Pre-War Sports Cars, Ferrari, DuPont and Pope. 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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The Pebble Beach Motoring Classic

Pebble Beach Motoring Classic

Where: Kirkland, WA, to Pebble Beach, CA

When: August 3–12

Web: www.pebblebeachconcours.net

Email: almcewan@msn.com

Telephone: 206.999.4485

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. This does not cover 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 this 1,500-mile West Coast road trip. Participants also get special event perks that are usually reserved for concours entrants and judges. The tour includes all meals, accommodations and entertainment on the route from Kirkland to Pebble Beach.

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 10–12

Web: 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 near the Equestrian Center in Pebble Beach.

When: August 13, 7 a.m. to 3 p.m.

Web: www.pebblebeachconcours.net

Phone: 831.622.1700

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. The Tour also includes one lap of Mazda Raceway Laguna Seca. 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-

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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.

Pacific Grove Concours Auto Rally

Where: Downtown Pacific Grove and all around the Monterey Peninsula

When: August 14, 1 p.m. to 6 p.m.

Web: www.pgautorally.org

Phone: 831.372.6585

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

Insider Tip: This year marks the 21st running of this casual rally, which will stage on Lighthouse Avenue.



Rolex Monterey Motorsports Reunion

Most entered cars are pre-1974, but some newer cars are accepted. More than 200 cars hit the road, and more than 8,000 spectators cheer them on. Proceeds benefit Pacific Grove Youth Action.

Rolex Monterey Motorsports Reunion

Where: Mazda Raceway Laguna Seca, Monterey

When: August 13–16 from 7 a.m. to 6 p.m.

Web: www.mazdaraceway.com

Phone: 831.242.8200

Cost: Friday admission is \$50, Saturday admission is \$80 and Sunday admission is \$60. A two-day pass for Saturday and Sunday is \$110 and a three-day pass is \$140. A four-day pass is \$160. Other packages are available on the track's website.

Insider Tip: This year's event celebrates the 50th anniversary of the Shelby GT350, and plenty of them will howl around Laguna Seca. Even more Shelbys 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, 1967–84 Formula One cars, 1968–76 Formula 5000 cars, 1947–55 Sports Racing, 1966–72 Trans-Am cars and 1927–51 race cars — will roar around the track. This is the place to see, hear and feel history in motion. ■

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Making Racing History — American Style

When Briggs Cunningham set his sights on Le Mans, he knew his team would have to create everything from cars to strategy

by Miles Collier



Cunningham C-4RK coupe

The cars of Briggs Swift Cunningham deserve a very important place in the history of post-war American motoring, both on the road and on the track.

The Cunningham legacy will stand the test of time because he was the first American at Le Mans to develop the proven method: the use of large-displacement American engines to power lightweight chassis, carefully organized logistics and a roster of all-star drivers.

In today's world, with an almost infinite supply of specialty parts and components — and, more importantly, abundant and proven knowledge about the ins and outs of race preparation — one can only marvel at the accomplishments of a small group of hot-rodders in West Palm Beach in the early 1950s. Most of what came out of those shops in Florida had to be learned from experience and made from scratch.

Particular to the man, Cunningham's uniquely Corinthian approach to motor sport, with his emphasis on fair play, honest conduct and national pride, displayed character that has never been surpassed. Very quickly, "les concurrents Americains" became admired competitors at Le Mans. It was not lost on the French that the Cunningham effort, for all its apparent resources, was the effort of but one man without a major industrial enterprise behind him. In addition, uniquely among the other entrants, the American team was operating 5,000 miles from home.

Builder, team boss and driver

As "le Patron," Cunningham was more than just a boss pacing the pit lane while his cars fought it out on the track. He was a racing team boss who took his licks

in the arena. Cunningham's famous 20-hour stint at the wheel in 1952, which resulted in his bringing his car home in an impressive 4th place, compared well with other Le Mans "iron man" driving exploits: Chinetti's victorious 23½ hours in 1949; Eddie Hall's 24-hours 8th place in 1950; and Pierre Levegh's heartbreaking 23-hour failure to finish while leading in 1952.

To road race with exclusively American-originated equipment in the early 1950s was to take on a problem of unending difficulty, as no suitable equipment or special parts existed.

When Briggs Cunningham set his sights on Le Mans, he knew his team would have to create everything from cars to strategy.

Experienced with road-racing hot rods in the form of his Bu-Merc — a heavily tweaked 1939 Buick Century fitted with a Mercedes SSK body from before the war — Cunningham came to his Le Mans efforts via the assistance of East Coast specials builder Bill Frick and sprint-car driver Phil Walters.

Having to build a competitive entry from Detroit parts bins was entirely expected. In the best hot rod tradition, focus on the best engine drove the process. At first, it was Cadillac's new-for-1949 OHV 331 V8, and subsequently, Chrysler's brand-new Hemi. In the finest home-builder tradition, the racing C-2Rs, C-4Rs, C-5Rs and the lone C-6R emerged with relatively unsophisticated, non-triangulated ladder chassis, and Ford- and Mercury-based front suspensions, rear ends and drum brakes.

Initial efforts tried to use an American transmission, but ultimately reality dictated that the manual 3-speed boxes available be replaced with a European Siata truck

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MONTEREY / Cunninghams at Pebble Beach

Mathieu Heurtaut, courtesy of Gooding & Company



1952 Cunningham C-3

4-speed.

Coachwork was hand-formed aluminum, in accordance with the universal practice of the time. Coachwork design appeared to always be rather hopefully based on that of the previous year's most apparently sophisticated competitor.

Thus, we see the Cunningham team emulating Ferrari in 1951 and 1952 (C-2R and C-4R). We see traces of Jaguar's 1952 streamlined C-type in 1953 (C-5R), and the 1954 D-type Jaguar in 1955 (C-6R).

Despite his cars' reliance on imitation — and the longstanding bugaboo of inadequate brakes — Cunningham overcame his hardware deficit with immaculate preparation and superb driving.

The relatively unstressed Chrysler V8s did much to aid the team's best results: a 4th in 1952 with a C-4R, courtesy of Briggs' 20-hour marathon. The team improved with 3rd in 1953 with the optimized-for-Le Mans, beam-axle C-5R. Cunningham scored another 3rd in 1954, with the by now seriously obsolescent C-4R.

Cunningham had nevertheless set the standard for all subsequent American Le Mans efforts, although none insisted, as he did, that the effort be 100% red, white and blue.

Above all, Cunningham inspired a generation of drivers who recognized in his efforts the highest order of sportsmanship and national pride.

Cunninghams for the road

Simultaneous with his racing effort, Cunningham also elected to become a road car manufacturer. Clearly, there was hope that the passenger car profits would help offset the costs of the racing team.

In 1952, the Le Mans rule makers replaced the 10-car minimum production run requirement with one for 50 cars. Manufacturer's status would allow the team to enter specialized racing prototypes. Such design freedom presented a major advantage for the tiny organization.

Cunningham was able to build what he needed us-

ing any mix of self-created and vendor-supplied components without the compromises in the prospective C-3 production road car.

Initially, the new C-3 road car was to be wholly built in Florida. However, when the first two C-3s cost a prohibitive \$14,000 each, designer Giovanni Michelotti and Italian coachbuilder Vignale were engaged to body and finish the cars in Italy for \$4,000 per unit — thereby allowing a viable retail sales price of \$8,000.

Italian design and American power

By creating an Italo-American GT car, Cunningham was the first of many to recognize the power of sophisticated Italian design in the increasingly design-sensitive post-war American market.

Many automobile manufacturers — both Italian and American — benefited from this trans-Atlantic design flow. Consider Chrysler's Ghia Specials; the Nash-Healey; Dual-Ghia; Intermeccanica's Buick-based Apollo and subsequent variants; the one-off, Corvair-based Fitch Phoenix; and, more recently, the Cadillac Allante. While many automobile manufacturers ultimately recognized the virtues of combining Italian chic with American V8 practicality, Cunningham was the first on the scene.

K.T. Keller, then chairman of Chrysler — and father to Cunningham's Yale roommate, who helped Briggs get the Chrysler engine deal — may well have been inspired by the C-3 when he ordered Chrysler to build a series of dream cars in cooperation with Carrozzeria Ghia. Alas, as is often the fate of pioneers, Cunningham found that despite the rosy projections, he was losing \$4,000 per C-3 sold. Plans for the second run of 25 cars were abandoned.

In all, Cunningham demonstrated the potential and excitement of international road racing to a receptive America and set standards of sportsmanship. What's more, he produced the C-3, which was named one of the most beautiful cars in the world in the Museum of Modern Art's "Ten Automobiles" exhibition of 1953.

Not bad for an amateur. ■



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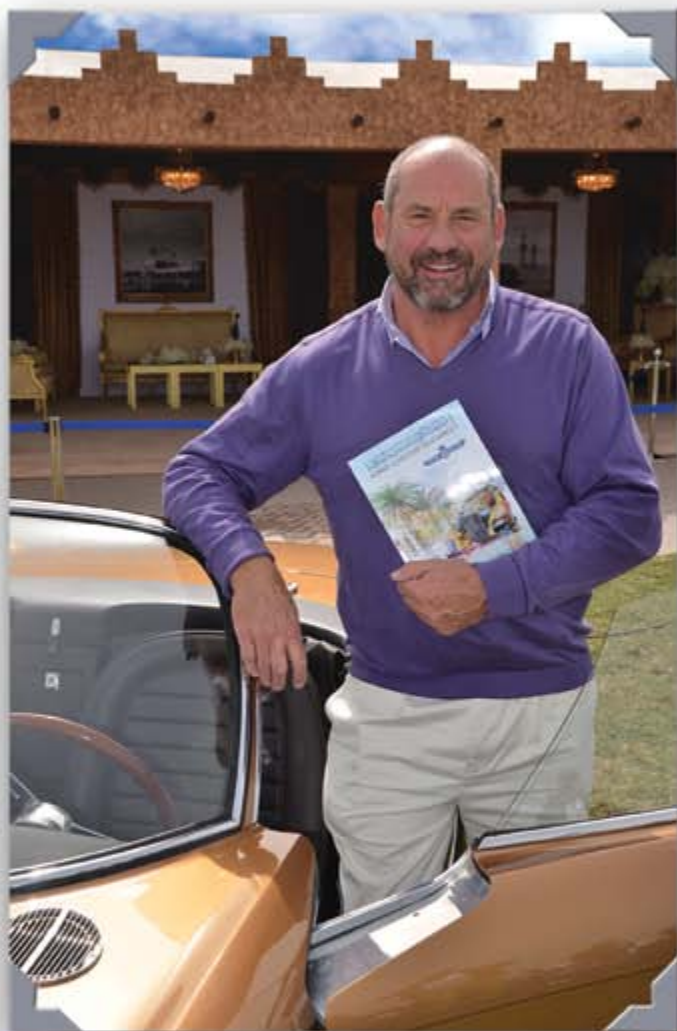
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Strong, Light Works of Rolling Art

Over the decades, Carrozzeria Touring created innovative design masterpieces

by Donald Osborne



Alfa Romeo 6C 2500 Villa d'Este

Carrozzeria Touring of Milan, Italy, was bound to produce some of the most beautiful cars ever built — if only because of the beauty of the names of its founder and the son who followed him.

Felice Bianchi Anderloni — just saying the name conjures up elegance and style — and Carlo Felice Bianchi Anderloni underlines that image.

This most Italian of firms with the partly English name was founded in March of 1926 by Felice Bianchi Anderloni and his partner Gaetano Ponzoni when they bought the struggling Carrozzeria Falco in Milan.

Anderloni was a lawyer by training and degree who followed his passion and went to work as an automotive engineer, joining Isotta Fraschini in 1905. As were many of his contemporaries in the dawn of the industry, Anderloni also was a racing driver, and period photos of him smartly turned out in tailored jacket and bow tie fit well with the image the coachbuilder would project in the decades to come.

That Carrozzeria Falco worked in both the automotive and aircraft arenas is an important point. Anderloni found that his experience as a racing driver convinced him of the absolute need to find as much weight saving in cars as possible, while retaining structural integrity — a prime objective in aircraft construction.

The new Touring company became a licensee of Weymann bodies, that fascinating system wherein the traditional wood framing of car bodies was covered in a leatherette fabric rather than metal. Coming at a time when the flexing of a body on the frame was almost as

important a part of handling dynamics as springing, the Weymann construction allowed for this movement while reducing body stress cracking, rattles and noise.

Next, Anderloni explored something called the “Semirigida” or semi-rigid, construction. The Weymann method proved to be useful in sedans, but it was not very well suited for the more flowing lines desired for sporting coupes. Semirigida was a manner of building and covering body framing that was lighter and more flexible than the traditional steel over wood, but allowed for greater freedom in shapes than the fabric Weymann panels would grant.

Cars as elegant sculpture

As might be expected, Touring created amazing work for Italian constructors. Touring created the initial



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1950 Ferrari 166 MM Touring barchetta — Touring created the initial “look” of Ferrari with the 166 and 212 barchetta and berlinetta

“look” of Ferrari with the iconic 166 and 212 barchetta and berlinetta. Touring’s classic streamlined bodies in the 1930s for Alfa Romeo and Fiat set a standard for style and function that helped define the decade. Its post-war work in the domestic market was seen in bodies for Alfa’s 6C 2500, including the Villa d’Este coupe, which led to the simple, clean, elegant 1950s Alfa Romeo 1900s, the stunning Maserati 3500, Lancia’s Flaminia GT and, in the early 1960s, the Lamborghini 350/400GT.

The Alfa Romeo Villa d’Este was a high point of the output of the firm. A combination of deeply sculptured lines and simple details, the first of the fewer than 40 built took the Grand Prize at the 1949 Concorso d’Eleganza Villa d’Este and from then on bore the name of this most famous of automotive beauty contests.

The Villa d’Este Superleggera coupes embody most of the features that made Touring famous: For their size and level of finish they have a favorable power-to-weight ratio; they have a look which combines strength with a sleek simplicity, perfectly balancing aggressiveness and elegance; and they are full of small details that show great attention to control surfaces, integration of diverse elements into a coherent whole and the elimination of unnecessary clutter.

For example, the slightly inset windshield and rear

windows without trim and the pillarless overlapping side windows combine with an almost Palladian balance in the front lights, grille, side air intakes, vestigial bumpers and delicate wheelarch fender moldings to make a form that appears to have been smoothly carved and polished from a single block of material by a master sculptor.

Bodies for American and British cars

Touring also enjoyed a brisk and important business with international clients. Touring created bodies for Hudson, Bristol, Pegaso and Aston Martin — with the last especially noteworthy. Arguably the most popularly identifiable cars ever made by Aston are the DB4 and DB5, quintessential Carrozzeria Touring creations.

The DB4 perfectly captured the essence of the models that had come before,

but distilled into a sleek, simple, elegant — yet strong — shape that became emblematic of this most English of sporting GTs. The Aston Martin-designed chassis platform was specifically created to support the patented “Superleggera” construction technique, and after a few were made in Italy, series production began at Newport Pagnell in the U.K.

An underappreciated work of collaboration between Touring and David Brown’s companies was the Lagonda Rapide 4-door sedan that appeared at the same time as the DB4. When considering the impact that Maserati’s first-series Quattroporte made a few years later — and the success of the Mercedes-Benz 300SEL 6.3 super sedan — it’s truly sad that the beautifully proportioned and detailed Lagonda failed to find an audience.

Moving through the decades, a brilliant collection of Carrozzeria Touring masterpieces could be gathered by a sophisticated collector that would tell a story of engineering, innovation, style, elegance and timelessness across nations and brands that would be difficult to match with any other coachbuilder.

It is easy to picture the smartly dressed Felice Bianchi Anderloni, in his finely tailored wool jacket, boutonniere, smooth leather gloves and superbly knotted bow tie, smiling as he sits behind the wheel of each and every one. ■



Examples of the Superleggera style — 1958 Maserati 3500 GT (left) and 1961 Aston Martin DB4 Series III

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Mark Strohauser's Alfa Romeo 2000

Full circle with a Touring-bodied Alfa Romeo 2000

In the early 1980s, a friend mentioned that he had seen a Touring-bodied Alfa Romeo roadster in Athens, GA, but the owner would not sell. Later another friend found a “Touring Roadster 2000” in Alabama. He gave me the owner’s phone number; we bought it and drove it home. Three years later, we heard of another roadster in Pennsylvania and three of us drove up from Georgia to look at it. When we got there, the seller told us the car was no longer for sale, but that we could look at it if we liked.

Finally, on the day we sold the Alabama roadster, we got a call offering us the car we had driven up to Pennsylvania to look at seven years earlier! This Touring-bodied Alfa Romeo 2000 had been “an occasional car” for 40 years; a true one-owner car with only 53,000 miles. It had received a no-holds-barred restoration by Fountain Inn Coachworks.

John Webber wrote about this car for Classic Motorsports, “When you walk around this car, it’s apparent that coachbuilder Touring knew how to design and build fine machines. This design is 50 years old, but it hides its age well. The lines are simple and clean. Every gap line is straight and even. The doors close with a solid thunk. While it’s distinctively Alfa from the front, the side and rear views call to mind a couple of other Italian convertibles that cost many times more. Maserati, perhaps? Or maybe a Ferrari 250 California Spyder.” — *Mark Strohauser, via email*



British car, Touring body

I first became interested in Italian coachbuilt cars back in the 1980s, when I was in college in SoCal. I started off with Alfa (Touring Spiders and Giuliettas), but soon was adding Abarths, Lancias, special-bodied Fiats, Italian-bodied British cars and later some Maseratis and Italian motorcycles to my collection.

My interest in Italian coachbuilt cars took on a life of its own, and I started actively hunting all over the United States — sometimes even driving cross country to haul them back myself. I was hooked, and I wanted to experience them all! I felt like I was saving many of these cars from a terrible fate, as many owners simply didn’t care about them. I had a large number of interesting cars pass through my hands in those pre-Internet days, but it is now just a blur (other than some file boxes full of old snapshots that instantly bring back lots of memories). I’m glad I did keep some of my favorites,

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1967 Jaguar E-type convertible Three prior owners — latest ownership of 32 years. Showing a mere 18,973 miles, it still sports its original black paint and black leather interior; the black soft top has been replaced, and the original tires were replaced with new Michelin X radials on the original chrome wire wheels. The car is otherwise completely original, including its matching-numbers 4.2-L inline 6-cylinder with triple Solex carburetion and 4-speed manual gearbox. Complete with its full tool roll, original owner's manual, original paperwork and extensive documentation including a Jaguar Heritage Certificate confirming that the car retains the original chassis, body panels and drivetrain, and has had no rust or repairs. Information from the Jaguar Club of North America and its Judging Guide indicates that this is the eighth-last Series I produced with the desirable covered headlights. This outstanding XKE ranks as a reference-grade example of the quintessential Series I E-type and a first-rate candidate for any great sports car collection. Call for details.

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MONTEREY / Carrozzeria Touring Memories



Marc Tauber's Alfa Romeo 2000 Touring Spider

but you just can't keep them all.

I have not owned any Carrozzeria Touring cars since I sold my Alfa 1900 5-window coupe a few years ago. Last year, by chance, I spotted a navy blue Sunbeam Venezia by Touring on eBay and showed it to my wife.

She said, "BUY IT"! When I asked if she wanted to know any more about the car's condition or history, she said, "Not unless you win it." Very practical!

I did manage to win it, even though it popped up on Bring a Trailer, which seriously increased the competition. The only issue was that the car was in Belgium, and we were in California, but soon transport was arranged. The car arrived by "roll-on, roll-off," and we were shocked to find the condition was much better than expected. It is now my wife's pride and joy. She drives it regularly and has named the car "Coco."

The car had been owned by the president of the European Sunbeam Club, who was also the author of the book on Sunbeam Venezias. It had been restored in the early '90s, and it had appeared in some magazines at that time. The car has an uprated Holbay head, dual Weber carburetors, wire wheels, and a 4-speed with O/D. This car was built using the same tubular inner structure with alloy bodywork that was employed by Touring on most of their cars.

The Venezia is quite rare and has a very interesting background. When new, this model was officially launched to the press in Saint Mark's Square in Venice after arriving on a gondola. This is the only car to have ever done this. These cars were hand-built in very limited numbers (approximately 200), and there are approximately 60 remaining examples worldwide (only five in the U.S.). There is a well-organized registry with historical information and photos of the surviving cars: <http://sunbeamvenezia.com>.

Soon after the car was here, we were invited to show

it at the Quail Motorsports Gathering, which was fantastic. Our Sunbeam Venezia got lots of attention, and I doubt that most people have ever seen one of these cars in person. It was severely outclassed in terms of value — but not in rarity.

There was even a rumor that this car was being considered for the FIVA Preservation Award, but this wasn't to be (the award went to an Aston). Our group included Mercedes Gullwings, Porsche 911s, Shelys, coach-built Alfa Romeos, Lancias and even an Abarth Double Bubble that once sat in my garage. It is amazing that you can actually buy a car on eBay, import it from Europe, and immediately be invited to participate in a prestigious concours event of this caliber. We feel very fortunate to be given this opportunity.

When we heard about the special Carrozzeria Touring class at Pebble Beach, we contacted the selection committee and sent in our application, but unfortunately our car was not chosen. We were hoping to display the Sunbeam, as this was the very last production model produced by Touring before the firm closed its doors. It is sad that a company with the great history of Touring was unable to survive, but their beautiful designs will live on forever. — *Mark Mitchell, Santa Barbara, CA*

A lifetime of Touring love

My first encounter with Carrozzeria Touring was at the New York Auto Show in 1965. There on the Lamborghini stand, I became mesmerized by the shape of the 350 GT — body by Touring. At the impressionable age of 16, I vowed that I had to own a car like that. Five years later, I begged and borrowed every dime in order to buy a used 1968 400 GT 2+2 for \$6,800. That 400 GT is long gone, but an Alfa 2000 Touring Spider is in the garage now, and its beauty still triggers the same emotions I had 50 years ago. — *Marc Tauber, via email*



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MONTEREY / Carrozzeria Touring Memories



Steve Barber's 1960 Maserati 3500 GT plunging ahead

In the wet with a Maserati 3500 GT

Since it's got the Touring Superleggera body with aluminum body panels, I wasn't reluctant to drive my 1960 Maserati 3500 GT through water hazards like the one shown above on one leg of the California Mille. The late Martin Swig — the event's organizer — was a fanatic about using our cars as they were meant to be driven — even if they got wet! — *Steve Barber, via email*

An Alfa 2000 itch — and legacy

"Touring" is Italian for "born with rust." Different than Michelangelo's granite busts, perhaps these cars were intended to be an early form of ephemeral art. But they are art. And they will hopefully endure.

My very first Alfa was a 1959 2000 Touring Roadster, bought in 1971 for \$500. It was in attractive, if dusty, condition. Found it in a garage, refueled, and drove it away. Apart from a broken crankshaft, it was all there. Fresh engine, paint, and a variety of details, and I was in love. Alas, I was forced to make a choice among flying lessons, sporty Italian cars, and dating attractive young women, and the Alfa drove away in the middle of a snowstorm toward its new home in New Jersey.

It was an itch that still needed scratching, so I bought another "rust-free, needs-restoration" 1959 2000 in 2006. By early 2010, my grandson and I had finished the car you see pictured. I've promised him that it will be his someday, and I have built up enough fresh engines, transmissions, and spare parts that he should be able to pass it on to his grandchild. I look forward to him returning from his senior prom with glowing reports of a joyous evening. — *Don Peterson, Carson City, NV*

Lots of love and attention

What comes with owning an Alfa Romeo Touring-bodied Spider? A collection of business cards — left on the dash or seats — from admirers offering to buy the car.

Total strangers taking pictures, asking questions, remarking on what a beautiful car it is. An unbridled delight that comes from sitting in the driver's seat and looking out over a hood that seems more likely carved by the master Italian sculptor himself — only out of steel instead of marble. The sense of solidity and yet not lumbering rigidity that arises from the body and frame being a single unit. Yeah, it's all that! — *Ken Ross, Seattle, WA*

Fast fun on the road

Left home in our 1965 Lamborghini 350GT — Touring body, of course — and drove from western Massachusetts to Portland, ME, where we ferried over to Yarmouth, Nova Scotia. Route 1 Northeast took us to Fort Edward, where we learned of the expulsion of the Acadians. On to 8 South, where we stopped at a car show and met some great people. Drove through the magnificent Kejimikujik National Park. Spent the night at Halifax and headed back to Yarmouth on 103, where we were told there would be no police on the drive back to Yarmouth. Drove 120–140 mph for at least 30–45 minutes, topping off a great road trip. — *David Piangerelli, via email* ■



Don Peterson's 1959 Alfa Romeo 2000

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**GUEST
SPEAKER**

Joe Bortz began collecting cars at a young age, but with an intuitive edge few hobbyists possess. Beginning with Corvettes and Classics, he soon ventured into the ultra-rare exotics few remembered. While other hobbyists were seeking the hot cars of the day, Bortz began seeking the factory odd cars that led millions to dream at shows. Bortz found some of those concept cars in dark garages, while others were hidden in salvage yards. All the cars that have passed through Bortz's hands still lead crowds.



Former Ferrari from the Joe Bortz Collection

Picture by: Al Rogers: Freeze Frame LLC

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Image courtesy of Sports Car Market Magazine

Cherry Picking on the Peninsula

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



Concorso Italiano

The 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**, 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. 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. 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**.

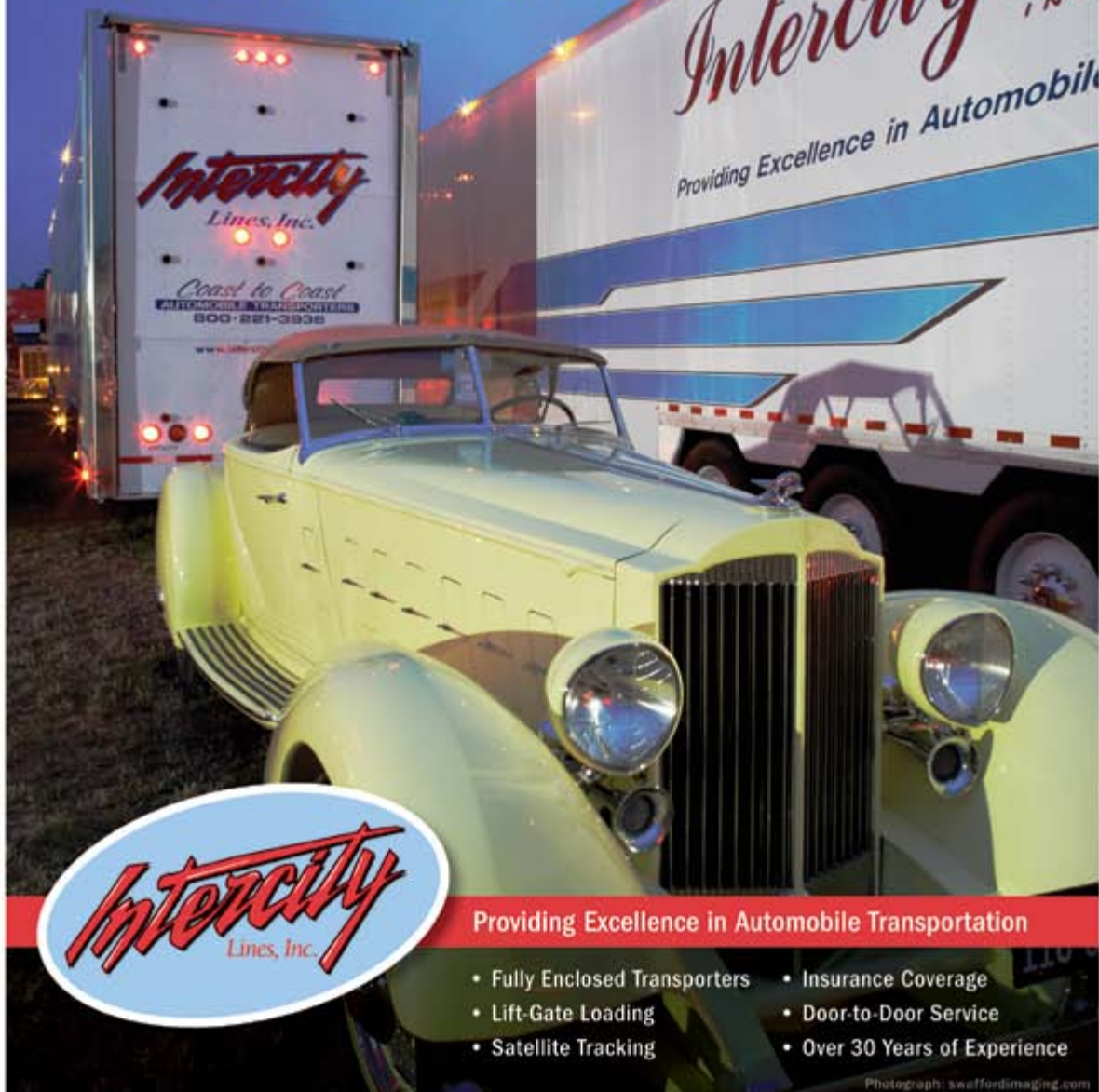
Most of the **auctions** have free preview days. These are perfect ways to see lots of terrific cars, meet like-minded people and maybe find something new to take home.

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

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The Crown & Anchor

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 Sotheby's 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 cars after cars cross the block. It's also fun to walk around the consigned cars.

The **Bonhams auction** is 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.

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 2015 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 Sotheby's, Russo and Steele and Rick Cole.

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 an 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. ■



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When: August 11, from 10 a.m. to 6 p.m.; August 12, 10 a.m. to 6 p.m.

Web: www.automobiliamonterey.com

Phone: 831.659.1551

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

Insider Tip: This is the 13th 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 everything 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 13–15, 10 a.m. to 5:30 p.m.

Web: 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 Concours Sunday, so don't forget to check RetroAuto on 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 16, from 9 a.m. to 4:30 pm

Web: www.pebblebeachconcours.net or 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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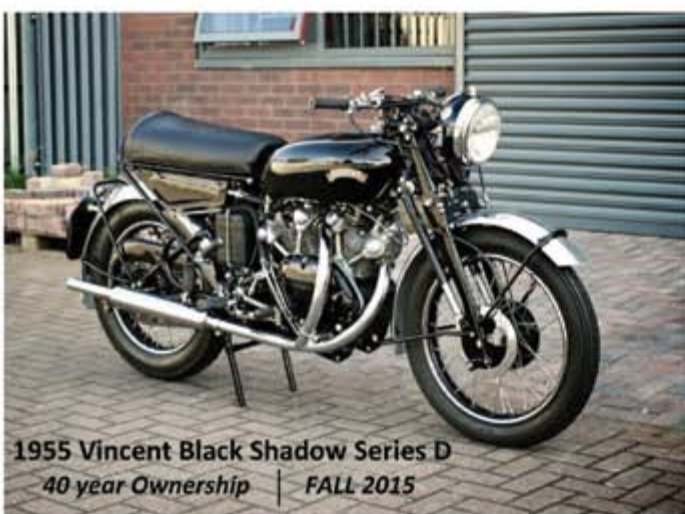
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