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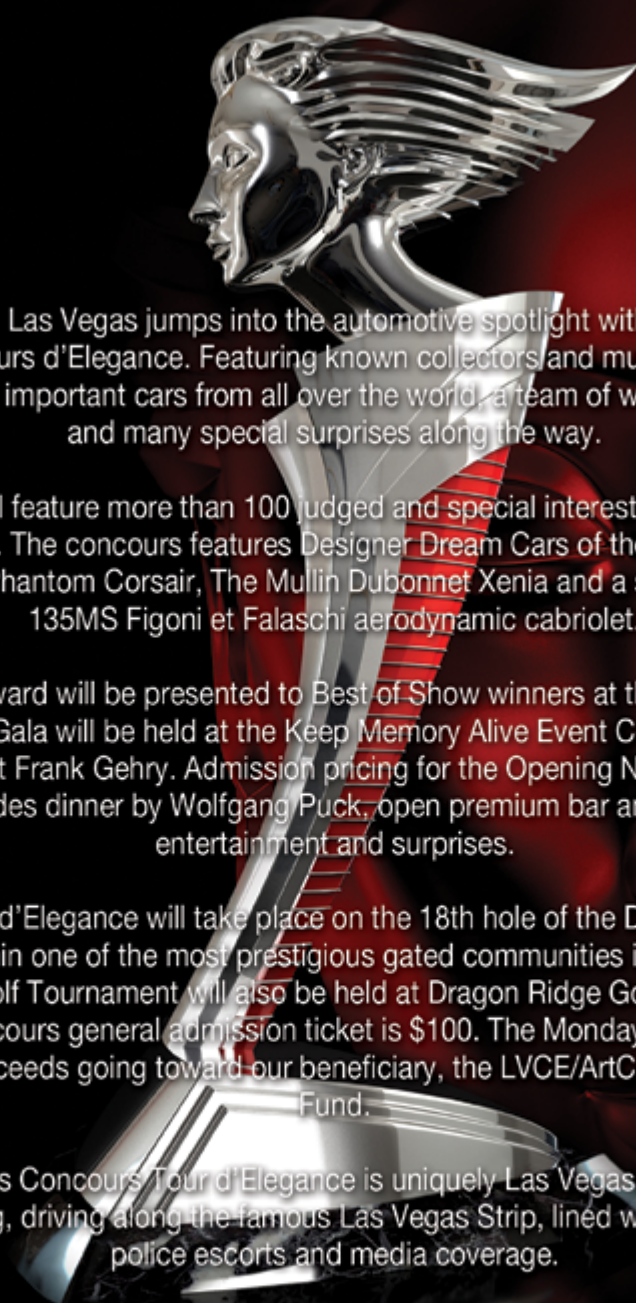
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MONTEREY / Contents

FEATURES

- 30 Auction House Roundtable**
SCM asks each auction house for their 2019 star cars and under-the-radar sleeper cars
- 40 SCM Monterey Insider's Seminar**
Our experts offer advice on collecting
- 88 Bentley at 100**
A century of stonk on display at Pebble Beach
- 94 A Celebration of Spiders and Zs**
Concorso features Alfa's Giulietta Spider, Giulia Spider, and Junior Z
- 100 Buy/Sell/Hold**
SCM experts look at the market leading into Monterey
- 106 Monterey Then and Now**
The Car Week experience itself is now a classic
- 110 Where to Eat**
SCMers share their favorite dining spots in Monterey

AUCTIONS & EVENTS

- 42 Auctions**
Mecum Auctions / 42
Russo and Steele / 44
Worldwide Auctioneers / 46
Bonhams / 48
RM Sotheby's / 50
Gooding & Company / 52
- 68 Concours and Events**
The Porsche Monterey Classic / 68
Carmel-By-The-Sea Concours on the Avenue / 68
Carmel Mission Classic / 68
Prancing Ponies All-Women Car Show / 68
The Little Car Show / 70
Gordon McCall's Motorworks
Revival 2019 / 70
Italian Stampede Welcome to Monterey Party / 70
Porsche Werks Reunion / 70
Legends of the Autobahn / 70
RADwood at Legends of the Autobahn / 72
The Quail, A Motorsports Gathering / 72
The Concours d'LeMons / 72
Concorso Italiano / 72
Monterey Exotics Car Show / 74
The Barnyard Ferrari Social / 74
Pebble Beach Concours d'Elegance / 74
- 80 Rallies and Racing**
Pebble Beach Motoring Classic / 80
The Quail Rally / 80
Pebble Beach Tour d'Elegance / 80
Italian Stampede / 82
Pacific Grove Rotary Concours Auto Rally / 82
Rolex Monterey Motorsports Reunion / 82
- 112 Art and Automobilia**
Automobilia Monterey / 112
Pebble Beach RetroAuto / 114
Automotive Fine Arts Society Exhibition / 114

REFERENCE

- 22** Introduction
- 58** Events Timeline
- 62** Area Map
- 62** Phone Directory



Photos of cars offered at auction are courtesy of the respective auction houses unless noted otherwise; cover image courtesy of Putnam Leasing

ADVERTISER INDEX

| | | | |
|-------------------------------------|-------|---------------------------------------|-----|
| Academy of Art University..... | 84 | Intercity Lines..... | 13 |
| Aeristo..... | 73 | JC Taylor..... | 56 |
| AIG PC Global Services Inc..... | 67 | Kevin Kay Restorations..... | 16 |
| American Car Collector..... | 111 | La Macchina Molto Bella..... | 25 |
| Artcurial..... | 33 | Las Vegas Concours d'Elegance..... | 8 |
| Authentic Motorcars..... | 59 | Las Vegas Concours d'Elegance..... | 9 |
| Autodromo LLC..... | 43 | Legendary Motorcar Company..... | 54 |
| Autosport Groups..... | 66 | Lucky Collector Car Auctions..... | 87 |
| Barrett-Jackson..... | 39 | Luxury Lease Partners LLC..... | 37 |
| Barrett-Jackson..... | 67 | Lyn Hiner Artist..... | 71 |
| Bespoke British Sports Cars..... | 91 | McCollister's Auto Transport..... | 115 |
| Blackhawk/Auto Collections Inc..... | 26 | Mercedes-Benz Classic Center..... | 2 |
| Bonhams / U.K..... | 27 | Mershon's World Of Cars..... | 78 |
| BridgePoint Risk Management..... | 67 | New England Auto Auction..... | 85 |
| Brightworks..... | 18 | On The Road Again Classics..... | 34 |
| Cars Inc..... | 23 | Palm Springs Exotic Car Auctions..... | 21 |
| Classic Auto Mall..... | 57 | Passport Transport..... | 77 |
| Classic Car Capital..... | 20 | Porsche Club of America..... | 99 |
| Classic Showcase..... | 76 | Porsche Fresno..... | 45 |
| Cobra Experience..... | 93 | Premier Financial Services..... | 29 |
| Coldwell Banker Del Monte Realty.. | 4-5 | Putnam Leasing..... | 116 |
| Concorso Italiano..... | 28 | Quail Automotive Club..... | 101 |
| Cooper Technica, Inc..... | 14 | Ramshorn Rally..... | 36 |
| Copley Motorcars..... | 97 | RAND Luxury Inc..... | 41 |
| Cosdel..... | 75 | Reliable Carriers..... | 3 |
| D.L. George Coachworks..... | 95 | RM Sotheby's..... | 17 |
| Dragone Classic Motorcars Inc..... | 79 | RPM Foundation..... | 38 |
| Driversource Houston LLC..... | 65 | Russo and Steele LLC..... | 6-7 |
| Farland Classic Restoration..... | 83 | Saratoga Auto Auction..... | 105 |
| Fiskens..... | 89 | SCM Platinum..... | 113 |
| Going To The Sun Rally..... | 15 | Speed Digital..... | 55 |
| Gullwing Motor Cars, Inc..... | 98 | Sports & Collector Car Center..... | 86 |
| Hamann Classic Cars, LLC..... | 49 | Sports Car Market..... | 109 |
| Hammer Price..... | 61 | Starke Speedster..... | 107 |
| Heacock Classic..... | 103 | Streetworks Exotics..... | 24 |
| Heidi Mraz Automotive Fine Art..... | 53 | The Classic Car Trust..... | 69 |
| Heritage Classics..... | 47 | Tomini Classics..... | 63 |
| Hilton Head Island Concours..... | 10-11 | Torque Classic Cars..... | 51 |
| Hjeltness Restoration..... | 64 | VintageAutoPosters.com..... | 35 |
| Hyman Ltd..... | 19 | WeatherTech Raceway Laguna Seca..... | 81 |
| | | West Coast Classics LLC..... | 92 |

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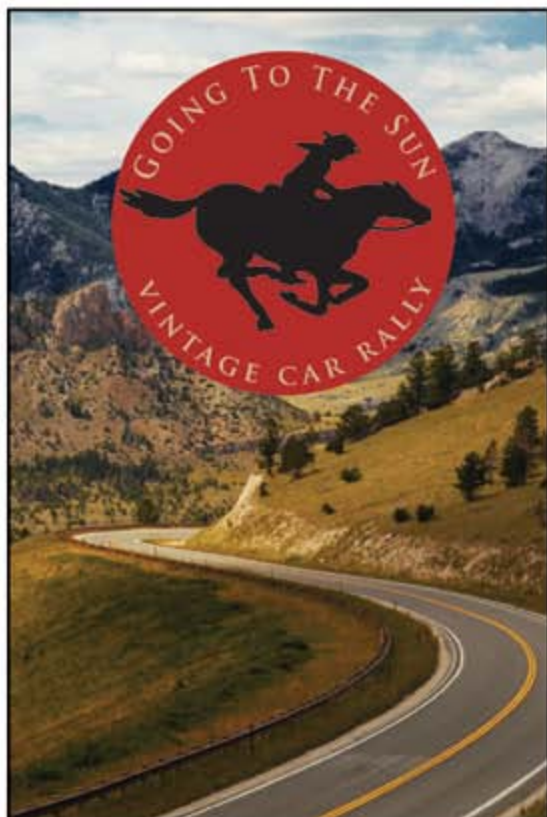
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Forty-Seven Cars an Hour

by Keith Martin

This is SCM's 15th annual Insider's Guide to Monterey Car Week. When we produced our first one in 2004, "Monterey Car Week" wasn't even the accepted name for this period of vehicular indulgence.



We just said that we were going to Monterey for the vintage races, or for the auctions or for Pebble. Then we loaded up the 2002 SCM Suburban, which we will do again this year, and headed south from Portland.

The Guide was and is still your best one-stop source of information about the weekend.

You'll find everything you need to know, except perhaps how much to bid on the 2,000-mile BMW Z8 that has captured your fancy. You're on your own for that one.

If we assume auctions are happening 10 hours a day for three days, that's 30 hours of block time (more if you count auctions that are taking place simultaneously).

With 1,400 cars on offer, that translates into about 47 cars per hour. You would need the superpowers of the Avengers to look at, evaluate and bid on each of these.

Last year saw \$374.4m in sales, up \$44.8m from the \$329.6m of the year before. I predict this year we will see a 5% increase, to \$393m. The market has entered a period of consolidation, with reasonable prices being offered and accepted for decent merchandise.

There are a few key things to remember to make your Monterey a memorable experience instead of an exercise in frustration.

Traffic everywhere from Wednesday on is terrible. Allow twice as much time as you think to get around. Taking ride-hailing services (if you can get picked up) will save you the hassle of parking.

You won't be able to get to everything. Pick no more than three auctions or events per day so that you can linger at them. Next year go to the other three that took place on that day.

If you're selling a car, you or your agent will want to be on site. You'll want to be available to answer any questions from bidders and to make last-minute adjustments to your reserve if necessary.

If you're buying, do your homework. All of the auction-company catalogs are online. You'll find links to them in this guide. Study them and narrow down your choices so you are only looking at the cars in which you really have an interest.

That doesn't mean that you shouldn't buy that Ferrari SWB or 1967 911S that suddenly catches your eye, if the bidding has stalled at an attractive price. But you are much more likely to be satisfied long-term with a thoughtful purchase — one where you understand the condition of the car and its history, and it fits in with the theme of your collection.

SCM representatives and market analysts will be at every event. We will have booths at the Gooding auction and Concorso Italiano. Come by and chat. Take advantage of our attractive Monterey Car Week special new-subscription and renewal rates.

Most of all, remember to slow down and have fun. After all, this week is all about great cars, and you'll see plenty of them in Monterey. ■

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Monterey Auction Roundtable

SCM asks each auction house for their 2019 star cars and under-the-radar sleeper cars



Gooding Star: 1958 Ferrari 250 GT Tour de France Berlinetta



Gooding

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

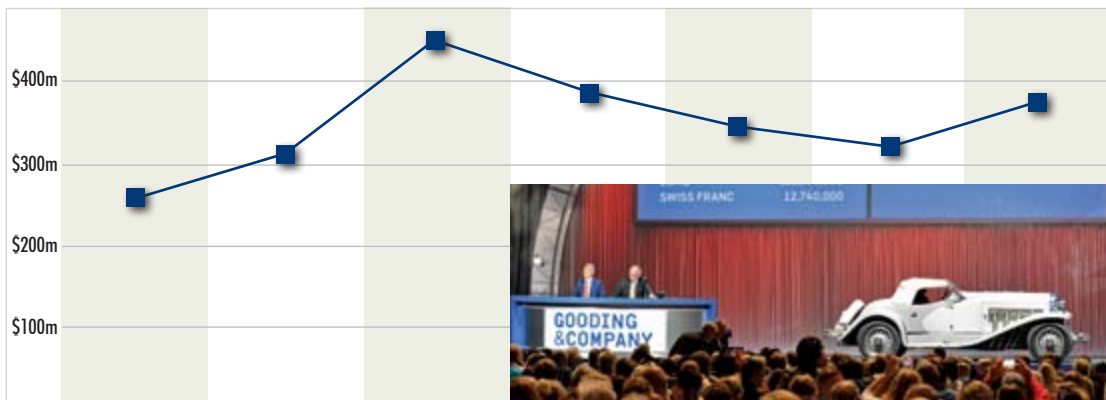
Star Car: One of our star cars is the **1958 Ferrari 250 GT Tour de France Berlinetta**, chassis 0903GT. This aluminum-bodied, competition Ferrari is just the fourth of only 36 single-louver Berlinettas built. This TdF was first owned by Swedish race car driver Sture Nottorp and possesses a complete, unbroken history. Its current owner enlisted renowned specialist Mo-

tion Products, Inc. to complete a concours-quality restoration, which resulted in a Second in Class award at the 2012 Pebble Beach Concours d'Elegance, a Platinum Award at the 2013 Cavallino Classic held in Palm Beach, Florida, a first-place blue ribbon at the 2013 Amelia Island Concours d'Elegance, and a "Premio d'Onore" award at the 2013 Concorso d'Eleganza Villa

d'Este in Italy. This is an extraordinary Ferrari that will be sure to draw in massive crowds when it rolls on stage. Estimate: \$5.5m–\$6m.

Sleeper Car: My sleeper car pick for the 16th annual Pebble Beach Auctions is our **1991 Porsche 911 Reimagined by Singer**. This beautiful, air-cooled 911 — known as the Mountain View Car — was restored by the renowned Singer Vehicle Design in 2016 for a prominent California-based Porsche collector. This truly unique, made-to-order Porsche features a striking Downton Blue finish with Tobacco Brown leather interior, and was constructed with a lightweight ethos, making it a brilliant driver's car. What excites me the most about this car is the fact that this will be the very first Singer Porsche to be presented at public

Complete Monterey Car Week Total Sales by Year



| 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 |
|--|--|--|--|--|--|--|
| Total sales: \$257,538,325 | Total sales: \$307,674,365 | Total sales: \$463,744,226 | Total sales: \$396,732,789 | Total sales: \$343,359,956 | Total sales: \$329,596,880 | Total sales: \$374,417,435 |
| Average sold price: \$338,421 | Average sold price: \$404,835 | Average sold price: \$564,166 | Average sold price: \$461,317 | Average sold price: \$446,502 | Average sold price: \$417,740 | Average sold price: \$431,854 |
| Cars sold / offered: 761 / 1,229 / 62% | Cars sold / offered: 760 / 1,229 / 62% | Cars sold / offered: 822 / 1,236 / 67% | Cars sold / offered: 860 / 1,256 / 68% | Cars sold / offered: 769 / 1,287 / 60% | Cars sold / offered: 789 / 1,276 / 62% | Cars sold / offered: 867 / 1,389 / 62% |



RM Sotheby's Star: Porsche Type 64

auction. No stone was left unturned in creating this fantastic machine, and Porsche fanatics worldwide will relish in the opportunity to call this Reimagined 911 their own. Estimate: \$800k–\$1m.



Duff

Gord Duff

Global Head of Auctions, RM Sotheby's, Blenheim, ON, CAN

Star Car: My star car selection for this year's Monterey sale might be an obvious one, but the only surviving **Porsche Type 64** is perhaps the most historically significant car we've had the pleasure of offering in years. It's an exciting feeling to know the entire Porsche world will be watching as the oldest car to wear the Porsche badge crosses the RM Sotheby's block on the Peninsula.

The Type 64 helped define what a sports car is today, and it carries many of the traits we've seen throughout seven decades of Porsche production and still see in

some of the marque's most sought-after contemporary models. This is a true chance to acquire Porsche's origin story and we look forward to sharing another fascinating car with the hobby this summer. (Estimate: In excess of \$20 million)

Sleeper Car: My sleeper car selection is a little less obvious, but also carries interesting history. Jaguar E-types are a staple of the auction market; however, it's not very often that we have the chance to sell an E-type with this type of unique competition provenance. A famous West Coast race car from new, the **1962 Jaguar E-type Roadster SCCA A-Production #66** was prepared for SCCA A-Production road racing upon its arrival in the U.S. via British Motor Car Distributors in San Francisco. This was one of the first E-types to race competitively in North America, mainly campaigned at Laguna Seca, Cotati, and San Francisco's Candlestick Park, where it raced alongside Allen Grant's 289 Cobra, Dick Guldstrand's Corvette, and Bev Spencer's Ferrari 250 GTO. Last raced at Monterey in 2017, the E-type is offered with an incredible history file and a host of event opportunities for its lucky new owner. Estimate: \$250k–\$300k.



Alcazar

Drew Alcazar

President, Russo and Steele, Scottsdale, AZ

Star Car: Russo and Steele is featuring a **2018 Ferrari 488 GTB** in Rossa Corsa Red with Crema leather interior at "no reserve" in Monterey.

Ferrari reigns within the automotive industry as the thoroughbred. Racing is in their bloodline, and each and every miniscule detail of the 488 GTB is a direct result of Ferrari's F1 racing technology and heritage.

The 488 GTB was designed with a hyper-rigid aluminum space-frame nestled under the all-aluminum monocoque body. It features aerodynamic solutions derived from Maranello's experience on the track to augment downforce without increasing drag, resulting in an efficiency figure of 1.67 — a record for a road-homologated Ferrari. The 3.9-liter twin-turbo V8 makes a staggering 661 hp and 561 ft-lb of torque and carefully controls boost levels at lower engine

speeds to keep the turbos spooled and acceleration linear. The Ferrari 488 GTB was awarded *Motor Trend's* Best Driver's Car. This spectacular 488 GTB only has 279 miles on it and will be unrivaled on the block in Monterey.

Sleeper Car: 1981 may have been the last year of the successful second generation (1970–81) Trans Am, but Pontiac ended this run with a bang — it released a limited-production **1981 Pontiac Trans AM NASCAR edition**. This car had a two-tone paint scheme with lots of wild decals and pinstripes. It was an exact replica of the Trans Am that paced the 1981 Daytona 500 race — even the official Pace Car-related decals were all there.

The Trans Am NASCAR edition came standard with the turbo 4.9-liter V8. In stunning "time warp" Survivor condition, this particular final edition Recaro Trans Am is in completely original condition and unrestored, including paint and decals. One of only 2,000 units produced, the odometer shows just 37,557 miles. Unobtainable accouterments such as door panels, seat embroidery, steering wheel, carpets, dash facia including the original and correct AM/FM cassette stereo and the requisite "dash bulge turbo lights" are all in pristine, functional condition.



Russo and Steele Sleeper: 1981 Pontiac Trans Am NASCAR edition



Bonhams Star: 1931 4½ Litre Bentley Blower



Mecum

Dana Mecum

President, Mecum Auctions, Walworth, WI

Star Car: This year in Monterey, Mecum will be offering a **1947 Delahaye 135MS Figoni et Falaschi Narval Cabriolet**. One of only seven ever built, this example was originally owned by the legendary French singer-songwriter Charles Trenet. Perhaps more intriguing, this car comes to the Daytime Auction after more than 50 years of singular ownership. As one of the most flamboyant and artistic Figoni et Falaschi designs, this car represents the opportunity of a lifetime.

Sleeper Car(s): What is better than one **Imperial Crown Convertible** coming to auction? How about a set of **five Crown Convertibles from 1957 to 1961** being offered

as a single lot? Saturday afternoon will be a special moment for enthusiasts of late-'50s and early-'60s American luxury automobiles, as someone will have the chance to collect them all at once in a matter of just minutes.



Greisen

Jakob Greisen

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

Star Car: Bonhams is no stranger to Bentleys. We hold the world record for the most valuable Bentley ever publicly sold. So during this centennial year of Bentley, we're delighted to offer a 4½ Litre Bentley Blower — considered one of the most important automobile models of the 20th century. Our 1931 Supercharged "Birkin Le Mans Replica" Tourer is one of the hallowed 50 factory examples and

was a Brooklands BARC winner in period. Offered from the Virgil Millett collection and formerly part of the Fred Simeone and Tom Perkins Collections, this historic sports-racer is well known and documented and represents an extremely rare opportunity. Estimate: \$2.75m–\$3.75m.

Sleeper Car: Our **1981 BMW M1**. An era-defining automobile and truly iconic, the M1 designed by master Giorgetto Giugiaro boasts many "firsts": the first mid-engine production BMW, the first BMW entirely developed by BMW Motorsport, the first BMW-Lamborghini partnership (chassis), the first effort for BMW into Group 4 racing, and more. As the basis of the epic Procar, the M1 is a very capable, uncommon, distinct and game-changing sports car. Estimate: \$450k–\$550k.



Egan

Rod Egan

Principal and Chief Auctioneer, Worldwide Auctioneers, Auburn, IN

Star Car: At the third edition of the Pacific Grove Auction on the Monterey Peninsula, on Thursday, August 15, 2019, Worldwide Auc-

tioners will feature one of the most visually striking cars of the era. While not the most expensive car on the docket, the **1957 Mercedes-Benz 300SL Roadster** has earned star status among star collectors.

I have always been a fan of the 300SL of the '50s and early '60s. The Roadsters are fantastic to drive. They perform very well with a level of comfort that is second to none in the sports-car world, as is the case with this example we are offering here. It helps also that the car has a great history. It was restored by renowned 300SL experts Rudi & Company, it retains its matching numbers engine and presents complete with a full set of matching luggage.

Sleeper Car: Exemplifying post-war luxury at the other end of the collector-car spectrum, Worldwide Auctioneers has secured an important **1961 Bentley S2 Continental** that was shown at the Geneva Motor Show. It is one of only six left-hand-drive examples built with highly desirable coachwork by James Young.

We expect strong interest in this wonderful Bentley. Due to its striking James Young coachwork and very limited production, it is a car that should do very well in Pacific Grove. Such cars are highly sought-after and rarely available in the market. ■



Mecum Star: 1947 Delahaye 135MS Figoni et Falaschi Narval Cabriolet



Worldwide Star: 1957 Mercedes-Benz 300SL Roadster

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1939 Alfa Romeo 8C 2900B Touring Berlinetta
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18th Annual SCM Monterey Insider's Seminar

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

When: Friday, August 16, 2019, 9:30 to 11:30 a.m.

Registration: www.sportscarmarket.com/2019seminar

Phone: 503.261.0555 x217

Cost: Free admission to current SCM Platinum members and registered Gooding bidders. Subscribers, \$35 for two; non-subscribers, \$70 for two

Insider tip: In the midst of Car Week madness, SCM Editor-at-Large Donald Osborne will moderate the 2019 Monterey Insider's Seminar. He will discuss the current trends of the collector-car market with experts Carl Bomstead, Miles Collier and Philip Richter. The panelists will voice their views on how the market has changed in recent years and what it says about the demographic buying collectible cars today. Each panelist will also share his pick for the best \$50,000 car from three different automotive eras and his "must-have" car on offer during Monterey Car Week. ■

Featured Panelists

- Carl Bomstead
- Miles Collier
- Philip Richter

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Mecum — Monterey 2019



2005 Ford GT PBI-1

Preview: Thursday, August 15; Friday, August 16; Saturday, August 17; gates open at 8 a.m.

Auction: Thursday, August 15; Friday, August 16; Saturday, August 17; 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/auctions/monterey-2019

Phone: 262.275.5050

Cost: \$30 gate admission per person per day; children 12 and younger enter for free. Bidder's registration is \$200 for one bidder and one guest. Auction seating area may be reserved for registered bidders only

Last year: 362 sold/697 offered / \$45.7m

Insider tip: Mecum's Daytime Auction lineup is the biggest in Monterey and has been for years. With their size — no fewer than 570 vehicles offered since 2010

— they offer the most variety. Mecum's bread and butter traditionally is American muscle and classics, but high sellers in recent years include a 2014 Ferrari LaFerrari that brought \$3,450,000 in 2017, and another one that brought \$5,170,000 in 2016.

Star Cars: 2005 Ford GT PBI-1. Plant Build Phase 1 number 1. The Nardo car for certifying the Ford GT's top speed at the Nardo Ring in Italy. The first production Ford GT to surpass 205 mph. All four options and sold on bill of sale only.

1927 Ford "Dick Williams" roadster. 1953 America's Most Beautiful Roadster award winner. Clocked at 123 mph in Bonneville; driven by builder Dick Williams.

1938 Mercedes-Benz 170VS Gelandesport Alpine racer. Reportedly the first of a 10-car series and retains the original stamped body panels. Chairman's Choice at 2019 Amelia Island Concours d'Elegance. ■



1927 Ford "Dick Williams" roadster

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Russo and Steele — Monterey '19



1981 Pontiac Trans Am Turbo NASCAR Daytona Pace Car Edition

Preview: Wednesday, August 14, 9 a.m. to 5 p.m.; Thursday, August 15; Friday, August 16; Saturday, August 17, 9 a.m. to 3 p.m.

Auction: Thursday, August 15; Friday, August 16; Saturday, August 17, 5 p.m.

Where: 290 Figueroa Street, Monterey, CA 93940

Web: www.russoandsteele.com/featured-vehicles

Phone: 602.252.2697

Cost: \$30 general admission. Bidder registration is \$325, includes one bidder's pass and one guest pass

Last year: 106 sold/201 offered / \$8.5m

Insider tip: Russo and Steele's auction-in-the-round sales format invites you inside the action, and is one of the most unusual and exciting bidding experiences. The consignment team targets lots in the \$50k–\$500k price range, so expect high-quality drivers when you are

here. That's not the limit of consignments, however. Last year's top sale was a 2017 Ford GT, formerly owned by professional wrestler and actor John Cena, at \$1,540,000. Russo and Steele, located on the waterfront, can experience a precipitous drop in temperature from day to nighttime, so bring a sweater.

Star Cars: **1969 Ford Mustang Boss 302.** Ford's SCCA Trans-Am racer was a hit on the track and in the showroom, with 1,934 examples sold its first year. This exceptional example will leave you pining for a chance to race at the Rolex Monterey Motorsports Reunion.

1981 Pontiac Trans Am Turbo NASCAR Daytona Pace Car Edition. Powered by a 301-ci (4.9-L) turbo-charged V8 — the first production Pontiac V8 to use forced induction. ■



1969 Ford Mustang Boss 302

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PORSCHE

Worldwide Auctioneers — The Pacific Grove Auction



1959 Porsche 356A 1600 Super coupe

Preview: Monday, August 12, 1 p.m. to 6 p.m.; Tuesday, August 13; Wednesday, August 14, 9 a.m. to 6 p.m.; Thursday, August 15, 9 a.m. to 3 p.m.

Auction: Thursday, August 15, 5 p.m.

Where: Pacific Grove Municipal Golf Links, 77 Asilomar Avenue, Pacific Grove, CA 93950

Web: www.worldwideauctioneers.com/auctions/The-Pacific-Grove-Auction-2019

Phone: 800.990.6789

Cost: \$40 general admission, \$100 catalog admits two. Bidder registration is \$150, includes two VIP seats, one catalog.

Last year: 42 sold/60 offered / \$8.2m

Insider tip: Worldwide is now firmly established in its third year at Monterey, building off of its successful debut in Pacific Grove August 2017. The company is based in Auburn, IN, so expect to see fine examples

of Classic American Iron, as last year's high sale was a 1931 Duesenberg Model J convertible sedan at \$1,320,000. That's not all they bring to the Peninsula, though. Early announcements this year focus on high-end European sports cars.

Star Car: 1957 Mercedes-Benz 300SL Roadster. Restored by renowned 300SL experts Rudi & Company. Complete with full set of matching luggage; retains matching-numbers engine.

1955 Alfa Romeo 1900 CSS. A stunning example of "the family car that wins races." Coachwork by Carrozzeria Touring.

1959 Porsche 356A 1600 Super coupe. Rare factory sunroof, California Black Plate coupe. Recent engine and brake service by Schneider Autohaus.

1961 Bentley S2 Continental. Shown at the Geneva Motor Show. One of six in left-hand drive. ■



1961 Bentley S2 Continental

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1971 MERCEDES-BENZ 280SE 3.5 CABRIOLET

Tobacco Brown (DB-423) with Parchment Leather Interior and Chocolate Canvas Soft Top. Original California Car Equipped with Automatic Trans., BEHR A/C, Power Windows, Becker Europa Radio, Burl Fascia Trim, Handbook, Tools, Spare Tire and Jack. Showing 83,598 Miles. \$299,500



1967 MERCEDES-BENZ 250SE CABRIOLET

White (DB050) with Superb Red Leather Interior and Matching Tonneau Boot, Black Canvas Soft Top with New Headliner. Beautifully Restored Zambiano Brass, Rust-Free, Automatic Trans. and Nicely Detailed Engine Bay. Grand Prix Radio and 30,389 Miles Recorded. In Excellent Condition. \$109,500



1971 MERCEDES-BENZ 280SE 3.5 COUPE

Factory Two-Tone Silver w/Black Hard Top & Black Leather Interior, CA Car, Floor Shift Auto Trans., Behr A/C, Zambano Fascia, Power Windows, Becker Mexico, AM-FM Cassette, Handbook & Service Records. Runs & Drives Beautifully. \$99,500



1959 CHEVROLET CORVETTE CONVERTIBLE

Showroom White with Silver Blue Covers, Black Interior with Matching Soft Top, Power Side Auto. Trans., 283-c Engine w/24-161 Carbs, Wonder Bar Radio and Jack. Beautiful Rust-Free Example with Highly Desirable Automatic, Gorgeous Color Combo. \$76,500



1964 JAGUAR SERIES I 3.8 LITRE FIXED HEAD COUPE

Opalescent Silver Grey Metallic w/Tinted Leather Interior, One-Owner Local Car w/Records, Books in Factory Pouch, Tool Roll, Jack & Bag. Showing 17,997 Miles and Heritage Certificate. Stunning Example. Runs & Drives Beautifully. \$99,500



1973 LAMBORGHINI ESPADA

Arancio w/Cocoa Leather Interior. Very Original Example w/Only 16,093 Original Miles, 5-Speed Transmission, Air-Condition, Power Windows, Wood-Rim Steering Wheel & Door Accents. Gorgeous Example of Iconic Italian Automotive Design. \$179,500



1974 JAGUAR E-TYPE SERIES III V12 CONVERTIBLE

Baldie Brown w/Tan Leather, Beige Everflex Soft Top and Black Tonneau Boot, Original Paint, 4-Speed, A/C, Chrome Wire Wheels, Original AM-FM Radio, Jack & Handbook. Only 34,813 Original Miles. \$98,500



1959 JAGUAR XKE SERIES II 4.2-LITRE FIXED HEAD COUPE

Signal Red w/Black Leather Interior, Desirable 4-Speed Transmission Example with Only 74,966 Original Miles, Chrome Wire Wheels, Philips AM-FM Radio, Books and Tire Tools. \$44,500



1960 BENTLEY S2 CONTINENTAL SPORT SALOON

James Young Coachwork, Two-Tone Silver over Charcoal w/Dark Red Leather Interior & Burwood Trim. Recently Restored w/Auto. Trans., A/C, AM-FM Radio, Jack, Tool Tray & Handbook. One of Six LHD Built. \$249,500



2004 FERRARI 360 MODENA SPIDER

Grigio Tiaro w/Grigio Scuro Leather & Black Canvas Soft Top, 6-Speed, 17,228 Original Miles, Challenge Catted, 19-Inch Chrome Enkei Wheels, Turbo Exhaust. Completed 30K Ferrari Service, CA Car w/Tool Case, Books, Factory Seat, Car Covers & Wheelbase. \$94,500



1962 FACEL VEGA FACEL II

Tudor Grey Metallic w/Black Leather Interior, #042 of 180 Ever Produced, 111,836 Original Miles, Torqueflite Automatic Trans., 4-Wheel Disc Brakes, Borrani Wheels, Power Windows and HMV Radio. A Very Rare Example. \$345,500



1959 ALFA ROMEO GIULIETTA SPIDER VELOCE 750F

Racing Red with Black Leather Interior with Red Piping, Black Canvas Soft Top and 5-Speed Transmission. Has Undergone a Photo-Documented Restoration, Showing 92,941 Miles. A Fun Driving Italian Classic. \$79,500



1954 CHEVROLET CORVETTE ROADSTER

White w/Red Interior & Berge Canvas Soft Top, Two-Speed Power Glide Automatic Transmission & Correct 235-c Blue-Flame 6-Cylinder Engine. Showing 32,813 Miles. Original AM Radio. True American Classic. Drives Great. \$69,500



1965 ROLLS-ROYCE SILVER CLOUD III LWB WITH DIVISION

Black Tan Leather Interior & Cabriolet Coating, Stunning LHD Example, Bullock Passes Door Accents, AT, A/C, P/W, Fog Lamps, Electric Division w/Radio Speaker & Tan Tinted Seats. Tools, Accessories, Manual & Books. 91,192 Original Miles. Distinctive Healy One of only 62 161-c LWB Saloons. \$119,500



1979 FERRARI 308 GTB

Rosso Corsa with Tan Leather and Chocolate Inserts Interior, Camel Tan Carpets, A/C, Power Windows, Momo Steering Wheel, AM-FM Cassette Radio, Handbook & Service Book in Pouch, Jack in Bag, Tool Roll Set. Showing 15,641 Original Miles. An Original CA Car that Spent Most of its Life in the Very Dry State of Arizona. \$69,500



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Bonhams — Quail Lodge Auction



1953 Fiat 8V Ghia Supersonic

Preview: Wednesday, August 14, 9 a.m. to 6 p.m.

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

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

Web: www.bonhams.com/quail

Phone: 415.391.4000

Cost: \$30 admits one person with Gallery Guide pamphlet; \$100 catalog; \$150 bidder's registration and catalog. Free entry with Quail Motorsports Gathering ticket

Last year: 110 sold/135 offered / \$37.6m

Insider tip: Bonhams' auction, now its 22nd annual sale on the Peninsula, is held in perhaps the most serene setting of the area, the Quail Lodge in Carmel. Automotive icons from the Ferrari 250 GTO (sold in 2014

for \$38m) to 2017's high sale, a 1995 McLaren F1 sold at \$15.6m, regularly pass over the block at the Quail Lodge Auction. The sale also runs alongside The Quail: A Motorsports Gathering, but admission to Bonhams does not include entry to The Quail.

Star Cars: **1931 Bentley 4½ Litre Supercharged Birken Le Mans replica Tourer.** One of 50 factory examples. Formerly part of the Fred Simeone Collection. (Contact Bonhams for Star-Car estimates.)

1953 Fiat 8V Ghia Supersonic. Formerly owned by Briggs Cunningham. One of 15 built.

1932 Auburn 12-160A Boattail Speedster. Matching-numbers, benchmark example. Pebble Beach award winner.

1952 Siata 8V Bertone Berlinetta. Bespoke, one-off design. New York and Paris Auto Shows car. ■



1952 Siata 8V Bertone Berlinetta



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Maserati 3500 GT Vignale Spyder
Porsche Turbo S (964) Lightweight
Porsche 993 GT2 Evo • Porsche 993 RSCS

RM Sotheby's — Monterey



2006 Ferrari FXX

Preview: Wednesday, August 14, 10 a.m. to 8 p.m.; Thursday, August 15; Friday, August 16; Saturday, August 17, 10 a.m. to 4 p.m.

Auction: Thursday, August 15; Friday, August 16; Saturday, August 17; 5:30 p.m.

Where: Monterey Conference Center, 1 Portola Plaza, Monterey, CA, 93940

Web: www.rmsothebys.com/MO19

Phone: 310.559.4575

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

Last year: 125 sold/150 offered / \$157.9m

Insider tip: Likely the hardest-to-miss auction happening during Monterey Car Week, the venue is located in the heart of downtown, at the recently renovated Monterey Conference Center. Bidders certainly don't miss this sale: RM Sotheby's has sold over \$100m of cars for six years running. Last year's high seller, the 1962 Ferrari GTO Series II, went away at \$48,405,000, making it four years straight that RM Sotheby's claimed highest sale during Monterey Car Week.

Star Cars: 2005 Porsche Carrera GT. Offered without reserve, this virtually as-new Carrera GT is the only model finished in paint-to-sample Metallic Orange, shows just delivery mileage on the odometer, and is accompanied by a full luggage set, as well as its original

books and window sticker. (Estimate: \$1.2m–\$1.5m, without reserve)

2006 Ferrari FXX. Offered from the Ming Collection, an exceptional group of seven incredibly low-mileage Ferrari performance and supercars. Offered from its original owner and represents the first example to come to public market in several years. Essentially still “in the wrapper,” the FXX is finished in stunning Rosso Scuderia with white stripes. (Estimate: \$2.85m–\$3.25m)

1965 Aston Martin DB5

“James Bond” coupe. One of four James Bond 007 “Goldfinger” and “Thunderball” DB5 cars, of which three are surviving today. One of just two press cars built by Eon Productions for the films’ promotional tour. Importantly, these press cars are the only two fitted from new with Bond gadgets, and this particular car has been fully restored by Roos Engineering in Switzerland. (Estimate: \$4m–\$6m)

1962 Ferrari 250 GT SWB Berlinetta. One of just 40 steel-body SWB Berlinettas built in the final production run during 1962. Sold new to Italy, finished in stunning Grigio Argento over red Connolly Vaumol leather and equipped with the latest Tipo 168/61 V12 engine. It comes to Monterey without reserve and in exceptional matching-numbers, restored and Classiche-certified condition. Ready for road or track. (Estimate: \$8m–\$10m, without reserve) ■



1965 Aston Martin DB5 “James Bond” coupe



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Gooding & Company — The Pebble Beach Auctions



1939 Alfa Romeo Tipo 256 coupe

Preview: Wednesday, August 14, 10 a.m. to 6 p.m.; Thursday, August 15, 9 a.m. to 6 p.m.; Friday, August 16, 9 a.m. to 9 p.m.; Saturday, August 17, 9 a.m. to 5 p.m.

Auction: Friday, August 16, 5 p.m.; Saturday, August 17, 11 a.m.

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

Web: www.goodingco.com/vehicles/

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 free

Last year: 122 sold/146 offered / \$116.5m

Insider tip: Gooding & Company, the official auction house of the Pebble Beach Concours d'Elegance since 2004, traditionally offers some of the finest high-end consignments on the Peninsula. It's entirely reasonable to expect the same in their 16th annual sale on 17-Mile Drive. Last year's high sale was the 1935 Duesenberg SSJ at \$22,000,000 — a world-record price for an American car and the most expensive pre-war car ever sold at auction.

Star Cars: 1958 Ferrari 250 GT Tour de France Berlinetta. Delivered new to Swedish racing driver Sture Nottorp. Restored by Motion Products, Inc. and Ferrari Classiche Red Book certified. Winner of Platinum Award at 2013 Cavallino Classic, first-place Blue Ribbon at 2013 Amelia Island Concours d'Elegance, Second in Class at Pebble Beach Concours d'Elegance, and a Premio d'Onore award at 2013 Concorso d'Eleganza Villa d'Este. (Estimate: \$5.5m–\$6m)

1939 Alfa Romeo Tipo 256 coupe. Competition model developed by Scuderia Ferrari and based on the 6C 2500. Raced in 1940 Mille Miglia in its original Spider Siluro configuration, then rebodied by Carrozzeria Touring of Milan with one-off coupe coachwork. (Est.: \$2.75m–\$3.5m)

1962 Ferrari 400 Superamerica Series I Coupe Aerodinamico. One of only 13 Series I (SWB) Pininfarina aerodynamic coupes. The 1962 Geneva Motor Show car. Preservation award winner at 2019 Palm Beach Cavallino Classic. Ferrari Classiche Red Book certified and presented in original Blu Notte. (Est.: \$2.8m–\$3.4m)

1993 Porsche 964 Carrera RS 3.8. The 964 for the road; one of only 55 built. Known as the “Osaka 3.8” — owned by one Japanese owner for decades. (Est.: \$1.6m–\$2m)

1911 Rolls-Royce 40/50hp Silver Ghost limousine. Illustrated in the 1911 Rolls-Royce factory sales catalog. Retains original, ornate limousine coachwork by Thrupp & Maberly. (Est.: \$1m–\$1.5m) ■



1911 Rolls-Royce 40/50hp Silver Ghost limousine

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For the legendary Bugatti of Lake Maggiore, Mraz traveled to Switzerland to submerge its canvas into the lake at the exact spot the car lay sunken for 74 years. "The water washed away some of the paint giving nature a hand in the creation of the art much as it did with the Bugatti," says Heidi Mraz. "Saturated and informed, the canvas becomes the historical context from which I build my visual narrative."

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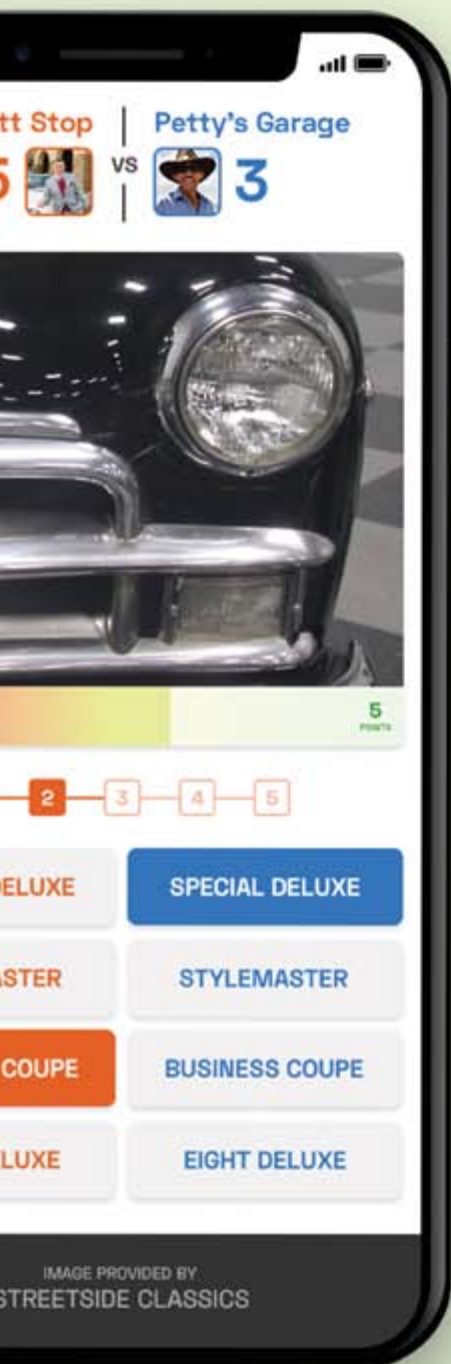
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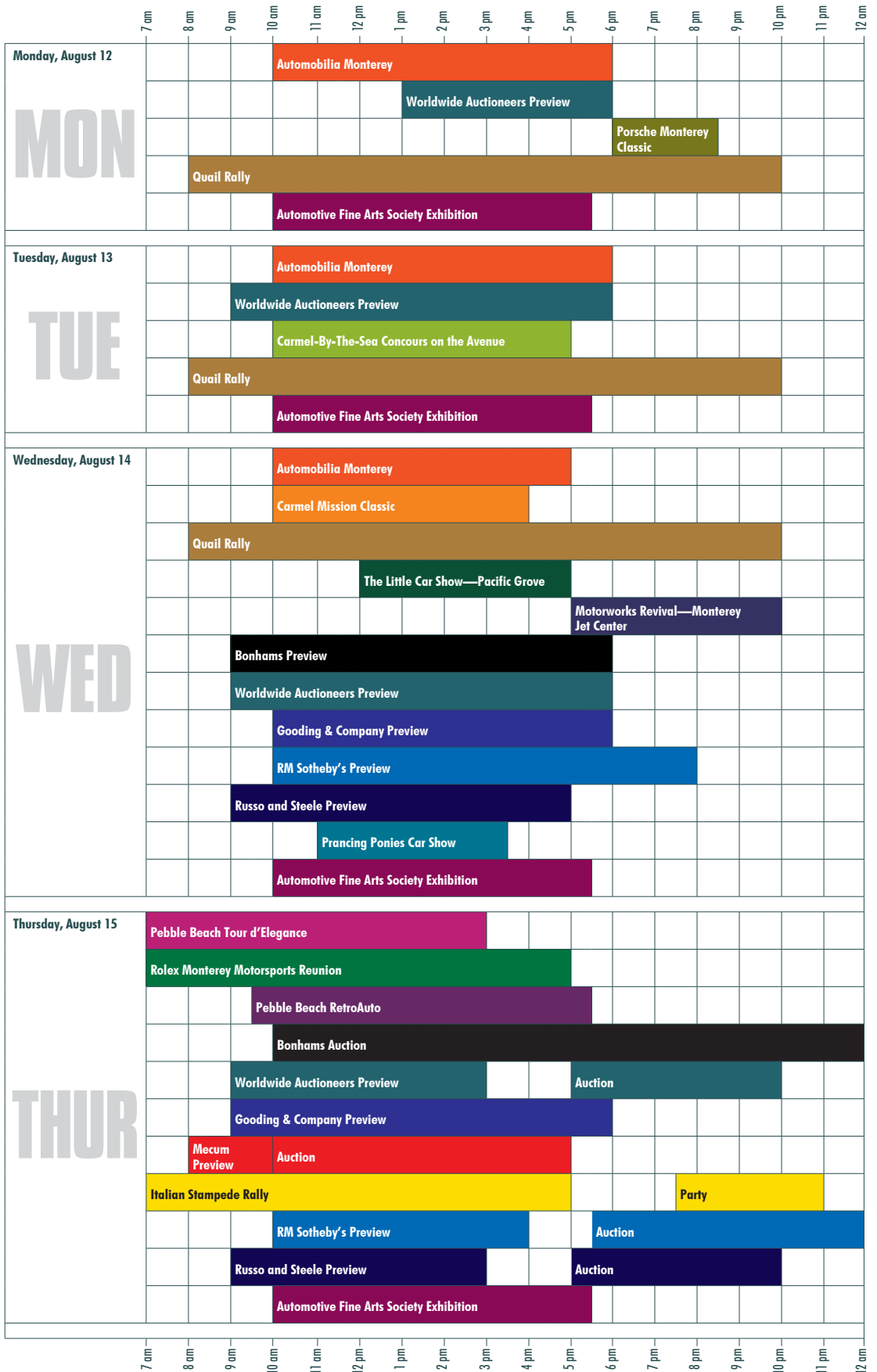
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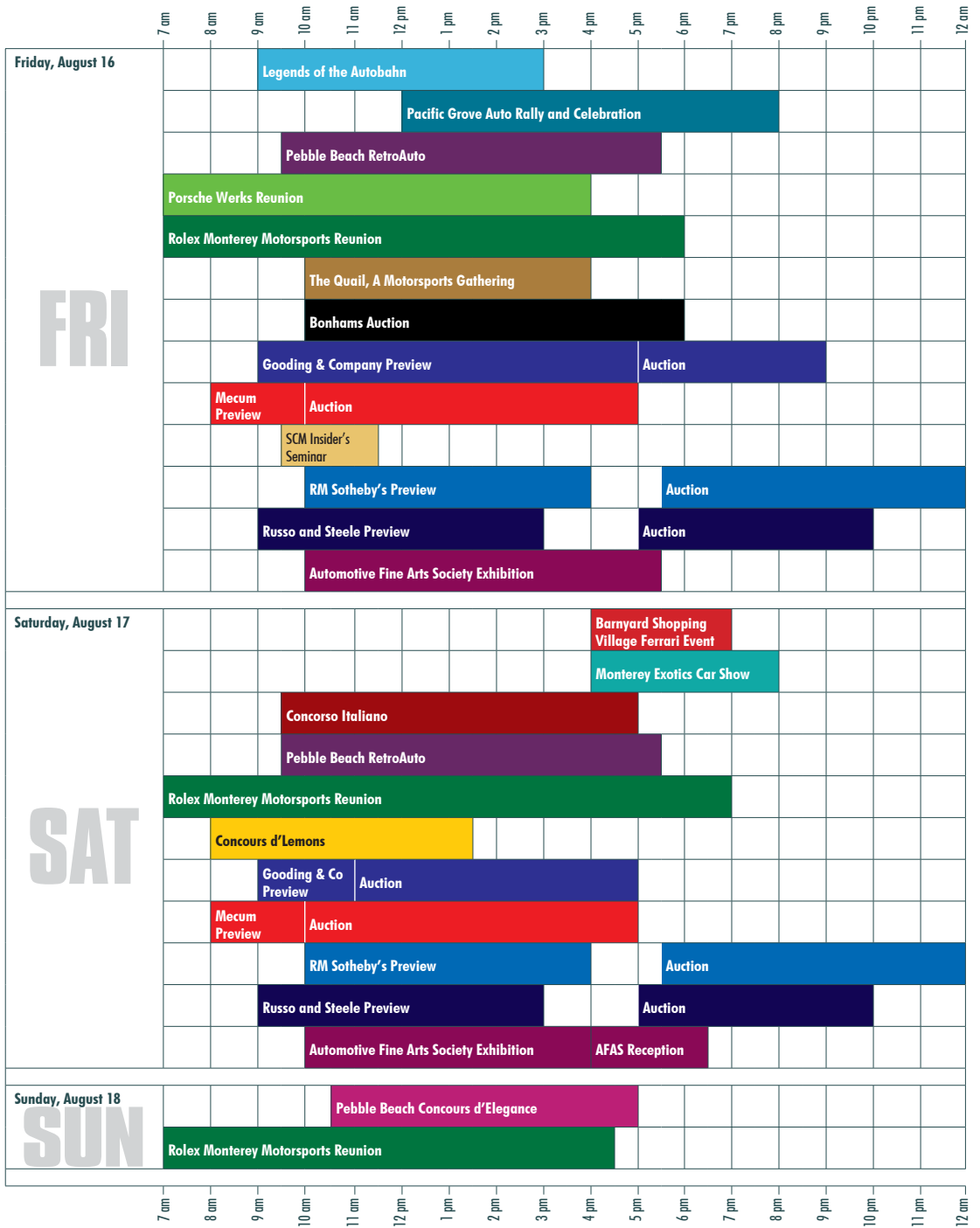
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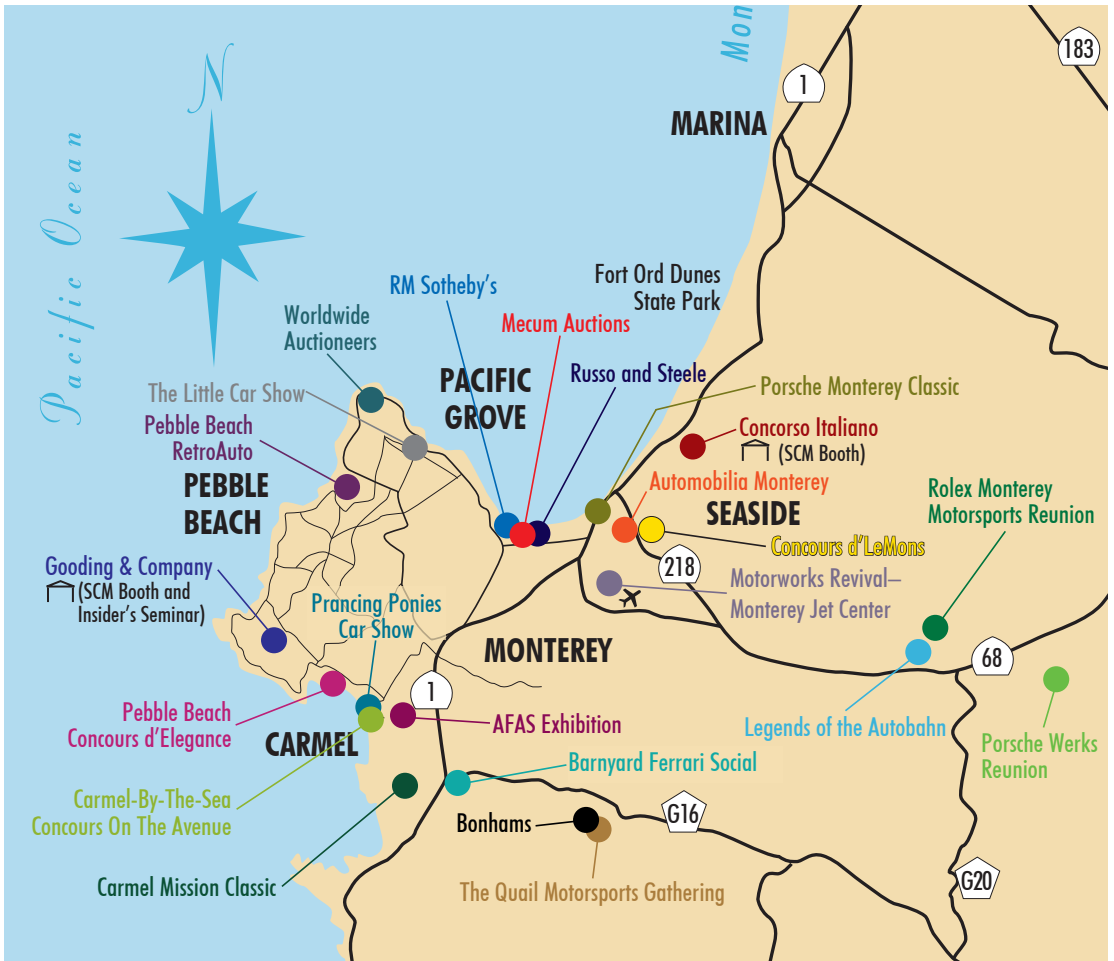
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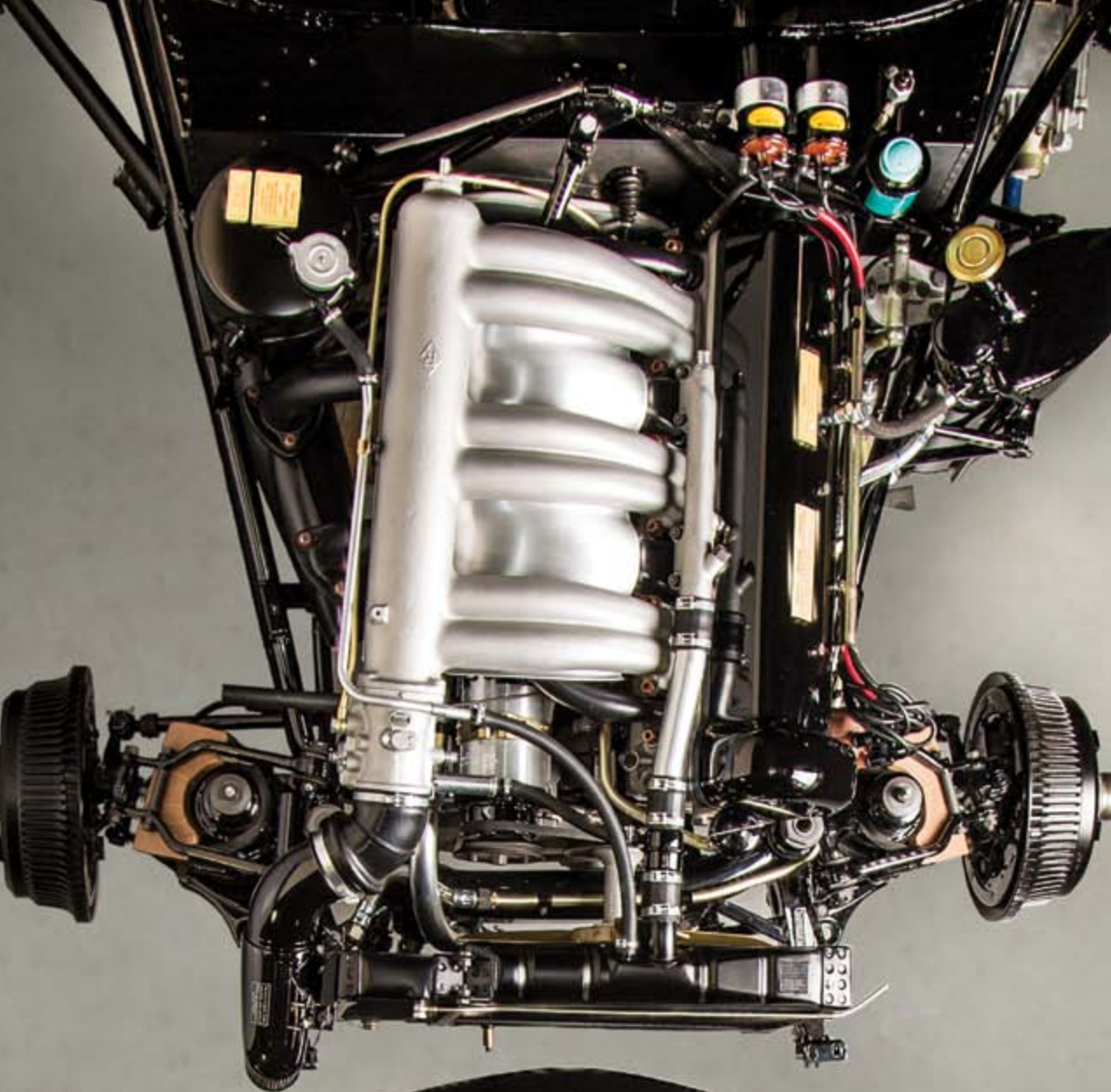
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Carmel Mission Classic

Monday

The Porsche Monterey Classic

Where: Porsche Monterey, 1781 Del Monte Blvd., Seaside, CA, 93955

When: August 12, 6 p.m. to 8:30 p.m.

Web: www.porschemonterey.com

Cost: Free, but tickets need to be requested in advance at www.porschemontereyclassicparty2019.eventbrite.com. Contact katienea@lithia.com to register a car for the show.

Insider tip: Porsche Monterey is a Porsche Classic Partner, and this exclusive event celebrates Porsches 10 years old and older alongside live music, whiskey, wine and hors d'oeuvres. If you've got a love for all things Porsche, this is a great place to start your Monterey week. Pre-registration for show cars is required.

Tuesday

Carmel-By-The-Sea Concours on the Avenue

Where: Ocean Avenue in downtown Carmel

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

Web: www.carmelconcours.com

Phone: 404.237.2633

Cost: No admission fee, open to the public. Entrants pay \$250 to enter a car

Insider tip: Ocean Avenue closes to traffic for this early-in-the-week event, where more than 175 show cars spread out over 18 blocks. This concours has three divisions: Multi Marques 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 great day of fantastic cars, unique shops and good food. "Free" is a rare thing during Monterey Car Week, but the cars and the setting make this a must-attend event regardless.

Wednesday

Carmel Mission Classic

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

When: August 14, 10 a.m. to 4 p.m.

Web: www.carmelmissionclassic.org

Phone: 831.915.5311

Cost: \$50 online, \$60 at the door. All proceeds are marked for the Knights of Columbus and Carmel Mission Charities.

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

Prancing Ponies All-Women Car Show

Where: Ocean Avenue and Dolores Street, Carmel-by-the-Sea, CA

When: August 14, 11 a.m. to 3:30 p.m.

Web: www.prancingponies.org

Cost: Free to spectators


Insider tip: Monterey's only all-women car show returns to Carmel-by-the-Sea, where 80 cars — all owned by women — are expected to take over the city streets. This is a car show with a cause: fundraising for the Prancing Ponies Foundation, which works to effectively teach leadership skills and competencies that increase self-esteem, self-confidence and critical thinking in girls.



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The Little Car Show

The Little Car Show

Where: Downtown Pacific Grove, on Lighthouse Avenue between Fountain and 17th Street

When: August 14, noon to 5 pm

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 \$25 entry fee.

Insider tip: This is the 10th annual show of 125 micro, mini and arcane vehicles that were built at least 25 years ago and have smaller-than-1,601-cc engines or electric motors. “Free” is a rare and welcome world 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 the “Most Smiles Per Mile Vehicle” and the “Dare to be Different Award.”

Gordon McCall’s Motorworks Revival 2019 at the Monterey Jet Center

Where: Monterey Jet Center, 300 Sky Park Drive, Monterey, CA, 93940

When: August 14, from 5 p.m. to 10 p.m.

Web: www.mccallevents.com

Cost: \$475 per ticket for VIP admission (\$425 in advance); \$625 for Red Carpet admission (\$575 in advance). Advance tickets are available at www.mccallevents.com, but don’t wait, as this event is always a sellout.

Insider tip: Gordon McCall’s Motorworks Revival is one of the hottest tickets in Monterey, and this year’s event is celebrating its 28th anniversary. 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, luxury showcases — and a possible glimpse at bigwigs from business, industry and show business. This popular event benefits the California Highway Patrol 11-99 Foundation.

Thursday

Italian Stampede Welcome to Monterey Party

Where: Portola Hotel & Spa, 2 Portola Plaza, Monterey, CA 93940

When: August 15, from 7:30 p.m. to 11 p.m.

Web: www.italianstampede.com

Cost: \$175 per person

Insider tip: This event moves to a new location at the Portola Plaza in downtown Monterey. Sponsored by Cats Exotics, this event will feature a selection of fine foods, desserts and, of course, plenty of high-end exotics fresh off the road from the Italian Stampede run from Los Angeles.

Friday

Sixth Annual Porsche Werks Reunion

Where: 81 Corral de Tierra Road, Corral de Tierra, CA, 93908

When: August 16, 7 a.m. to 3 p.m.

Web: www.werksreunion.com

Cost: Corral parking is \$65 per car. Judged field participation is \$85 per car. Spectators enter free, but parking is \$20.

Insider tip: Porsche Werks Reunion returns to the Corral de Tierra Country Club near Laguna Seca Raceway. The event is open to all Porsche owners. 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, and owners can enter the judged field to compete in more than 20 prize categories — all of which reward a Porsche that has been lovingly maintained and presents well. As in years past, more than 500 Porsches are expected.

Legends of the Autobahn

Where: The Club at Pasadera, 100 Pasadera Drive, Monterey, CA, 93940

When: August 16, 9 a.m. to 3 p.m.

Web: www.legendsoftheautobahn.org

Cost: \$95 to enter your car in a judged event; \$60 for a spot in the corral. Spectators enter for free.

Insider tip: This is the 10th 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. This casual, fun event brings some fantastic German cars to a wonderful setting. For a spectator, it’s one of the best deals of the weekend.



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RADwood at Legends of the Autobahn

Where: The Club at Pasadera, 100 Pasadera Drive, Monterey, CA, 93940

When: August 16, 9 a.m. to 3 p.m.

Web: www.radwood.co

Cost: \$100, open to cars built from 1980 to 1999

Insider tip: Dust off those Rollerblades and fanny pack for this celebration of 1980s and 1990s automotive awesomeness, held alongside Legends of the Autobahn. This event will feature a bunch of Euro cars from the era, as well as fans dressed in their most Rad matching attire. Registration includes a one-year membership in the BMW Car Club of America, the Mercedes-Benz Club of America or the Audi Club of America. Want to see young people and cars? Go here.

The Quail, A Motorsports Gathering

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

When: August 16, from 10 a.m. to 4 p.m.

Web: signatureevents.peninsula.com

Phone: 831.620.8879

Cost: \$650 for general public (awarded by lottery), \$950 to bypass the ticket lottery. Ticket includes parking, lunch, beverages, souvenirs and admission to the Bonhams auction. Lottery selection takes place in February. \$2,500 Charitable Patron ticket includes early access, private lounge, special parking pass, recognition in *The Quail Magazine*, a commemorative poster and lapel pin. Limited to 150 tickets. 50% of CP ticket proceeds directly benefit Rancho Cielo — a comprehensive learning and social-services center for underserved youth in Monterey County.

Insider tip: This year marks the 17th anniversary of The Quail, A Motorsports Gathering, with features to include 100 years of Bentley, the 25th Anniversary of the McLaren F1, A Tribute to the Electric Car Movement, Pre- and Post-War Sports and Racing Cars, Supercars, The Great Ferraris, Custom Coachwork and Sports and Racing Motorcycles.



The Quail, A Motorsports Gathering

The Quail is your one-stop event for 250 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 5,000 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' Annual Carmel Valley auction. The raucous arrival of race cars from Laguna Seca always turns heads, and the food is some of the best you'll find all weekend.

Saturday

Concours d'LeMons

When: August 17, 8 a.m. to 1:30 p.m.

Where: Seaside City Hall, 440 Harcourt Ave., Seaside, CA 93955

Web: www.concoursdlemons.com

Cost: Free. Would you really pay to see a green '75 Mercury Comet?

Insider tip: A self-proclaimed “ugly oil stain on the Pebble Beach Auto Week,” the Concours d'LeMons once again welcomes ranks of beaters to Monterey Car Week. Rust buckets and junk that barely rolled off the assembly line — in short, the worst of the automobile world — will compete for thrift-market trophies. Pre-registration is now required, as there are apparently too many owners of \$500 cars looking to ugly up the space on hand. The worst will be approved and given a spot in the show by a Selection Committee, which means this show should be even worse — or is that better? — than before.

Concorso Italiano

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

When: August 17, 9:30 a.m. to 5 p.m.

Web: www.concorso.com

Phone: 425.742.0632

Cost: \$165, which includes parking, a goodie bag and a collector's magazine. Children younger than 12 attend for free with a paying adult. The Al Fresco Lunch is \$75. The CI Club Package, which includes a Friday afternoon reception, breakfast, Concorso's famous gourmet Italian Country lunch, morning and afternoon snacks, choice wines and admission, is \$510. Those exhibiting a car get a discount.

Insider tip: Concorso Italiano will feature from 800 to 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 Bayonet and Black Horse Golf Course. 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.



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Monterey Exotics Car Show

Where: TBA

When: August 17, 4 p.m. to 8 p.m.

Web: www.exoticsoncanneryrow.com

Cost: Free and open to the public

Insider tip: Formerly known as Exotics on Cannery Row, this event is moving to a new location in the Monterey area for 2019. The new location and new name are in progress as of press time. Check their site for more information.

This is a unique event focused entirely on the modern supercars, hypercars, and exotic cars that flood into Monterey for Car Week. Over 300 cars are expected to participate, alongside 45 vendors and more than 19,000 enthusiasts. This is where you'll find the newest and hottest speed machines — and a whole new demographic of car lover — all coming together in Monterey.

The Barnyard Ferrari Social

Where: The Barnyard Shopping Village, Carmel, CA 93923

When: August 17, 4 p.m. to 7 p.m.

Web: www.thebarnyard.com

Phone: 831.624.8886

Cost: \$50 in advance, \$60 at the gate. Pre-registered Ferraris get complimentary tickets

Insider tip: How does a relaxing evening of strolling among 50 or so Ferraris 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 easygoing 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 Arts Council for Monterey County.

Sunday

Pebble Beach Concours d'Elegance

Where: 18th Fairway, Pebble Beach Golf Course

When: August 18, 10:30 a.m. to 5 p.m.

Web: www.pebblebeachconcours.net

Phone: 831.622.1700

Cost: \$375 in advance, \$450 on the day of the show. Children under the age of 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 \$825.

Insider tip: The Bentley Centennial, the Zagato Centennial, Bugatti Race and Touring Cars and Historic Hot Rod Cover Cars are some of the featured exhibits and cars of the 69th Annual Pebble Beach Concours d'Elegance. This is the biggest single event of the collector-car year, and each one of the 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 for "Dawn Patrol" — when the eerie mists and concours entrants arrive simultaneously as the sun comes up over the golf course. ■



Pebble Beach Concours d'Elegance

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1961 XKE Series 1 3.8L OBL OTS VIN: 875132
Outside Bonnet Latch example, Nut & Bolt Restoration



1961 XKE Series 1 3.8L OBL OTS VIN: 875169
Award-Winner, Outside Bonnet Latches, Show-Level Resto



1965 XKE Series 1 4.2L OTS VIN: 1E10502
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1966 XKE Series 1 4.2L FHC VIN: 1E32792
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1966 XKE Series 1 4.2L FHC VIN: 1E31442
Rollseries Restored, BRG & Tan Color Combo



1958 Mark I 3.4L Saloon VIN: 5986312BW
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1962 Mark II 3.8L Sedan VIN: P218990
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Where: Kirkland, WA, to Pebble Beach, CA

When: August 5–14

Web: www.pebblebeachconcours.net

Email: almcewan@msn.com or notsu@pebble-beachconcours.net

Telephone: 206.999.4485

Cost: \$13,000 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: 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, which includes all accommodations, meals and entertainment. 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 12–14

Web: www.peninsula.com/en/signature-events/rally

Eligibility: Invitation only. The rally is limited to 30 cars.

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: Starts at Portola Road in Pebble Beach

When: August 15, 7 a.m. to 3 p.m.

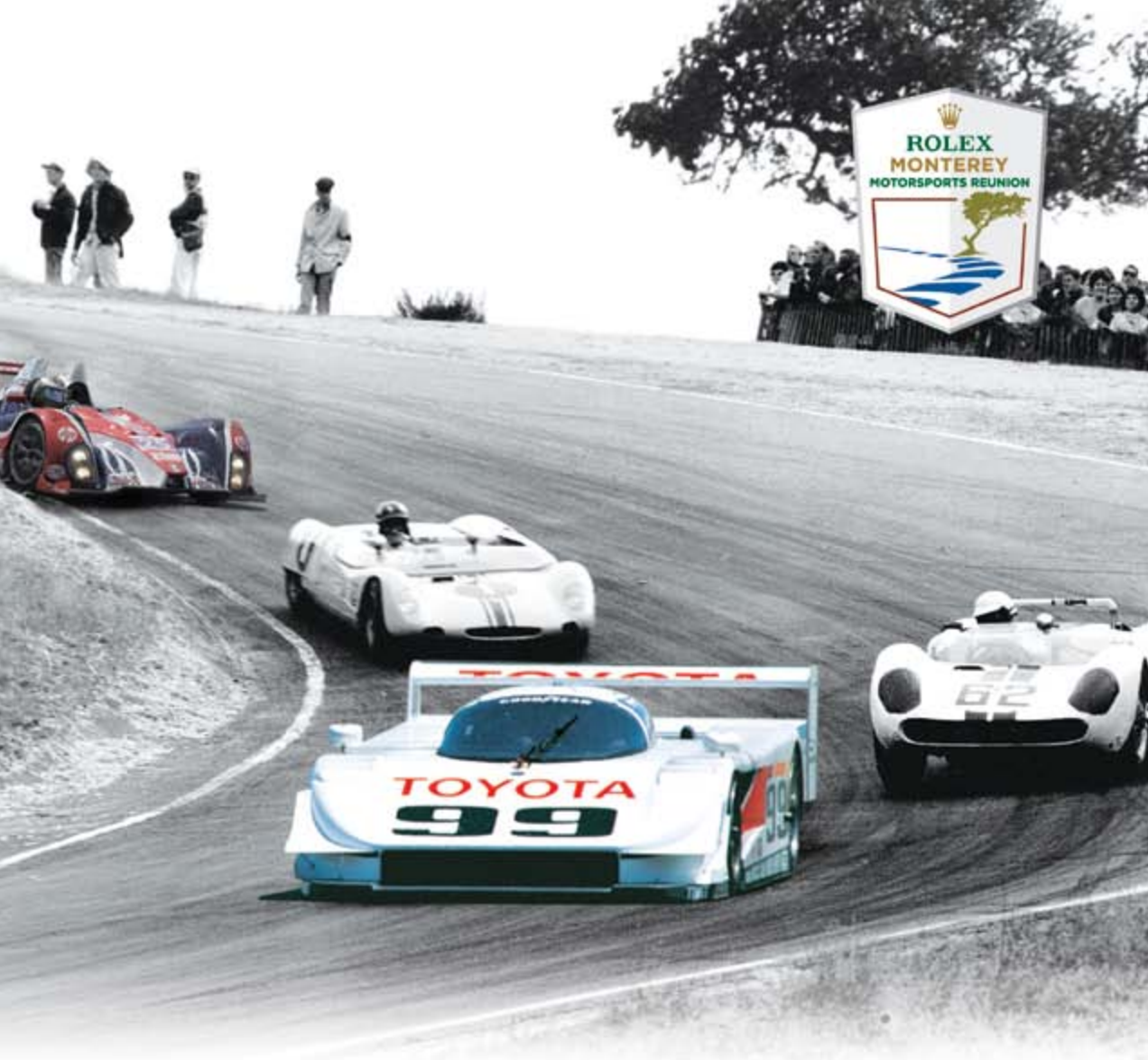
Web: www.pebblebeachconcours.net

Phone: 831.622.1700

Email: sjacobs@pebblebeachconcours.net

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. Spectators can watch for free from spots along the route. Many people visit the Ocean Avenue parking area in Carmel-By-The-Sea to see the world's best concours cars out on the road. 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 many of the Pebble Beach Concours cars out on the road, doing what they were built to do.



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Will Weston

One of the best places to view historic race cars in action: the Corkscrew at the Rolex Monterey Motorsports Reunion

2019 Italian Stampede

Where: The 10th Annual Italian Stampede starts in Los Angeles and heads out on a one-day drive on a fun route to Monterey Car Week. The Stampede is limited to 100 cars and driver teams for the 300-mile drive from Los Angeles to Monterey.

When: August 15, 2019

Web: www.italianstampede.com

Phone: 310.920.5454

Cost: \$995 per car for the rally, which includes event apparel and lunch. The Welcome to Monterey Party is \$175 per person. This event has room blocks for four-night stays at the Portola Hotel & Spa in Monterey.

Pacific Grove Rotary Concours Auto Rally

Where: Downtown Pacific Grove and all around the Monterey Peninsula

When: August 16, noon to 7 p.m.

Web: www.pgautorally.org

Phone: 831.372.6585

Cost: \$95 to drive only; \$120 includes barbecue dinner

Insider Tip: This year marks the 25th running of this casual rally, which will stage on Lighthouse Avenue. 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. The event ends with a barbecue dinner in Chautauqua Hall. Proceeds benefit Pacific Grove Youth Action.

Rolex Monterey Motorsports Reunion

Where: WeatherTech Raceway Laguna Seca, 1021 Monterey Salinas Hwy, Salinas, CA 93908

When: August 15–18 from 7 a.m. to 6 p.m.

Web: www.weathertechraceway.com

Phone: 831.242.8200

Cost: Friday general admission and paddock is \$70, Saturday admission is \$100 and Sunday admission is \$70. A two-day pass for Saturday and Sunday is \$140 and a three-day pass is \$170. A four-day pass is \$190. Other packages are available on the track's website.

Insider Tip: This year's event celebrates the International Motor Sports Association. Expect to see some very hot vintage racers heating up their tires on Laguna Seca. The Rolex Monterey 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 1955–64 GT cars, 1966–1985 Formula One cars, 1955–61 Sports Racing cars, 1966–72 Trans-Am cars and 1967–81 Formula Ford race cars — will roar around the track. This is the place to see, hear and feel history in motion. ■

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To ride one is like settling down into a favorite leather armchair... and then being launched down the road by steam catapult

by Paul Hardiman



1929 Bentley 4½ Litre tourer, sold for \$686,230 at Bonhams' Chichester, U.K., auction in April

Stonk. It's what's defined a proper Bentley for 100 years. Whether you take that as pulling power, gravitas or sheer presence, *stonk* has underwritten the marque for the century of its existence.

From the nimble 3 Litre to mighty 8-liter straight 6, all of Walter Owen Bentley's creations had that threshold DNA. It runs through the magic-carpet Continentals and muscular Turbos, right up to the W12s of the present day.

W.O. cars pull like trains all the way from walking pace, identified by their signature "bloody thump," as owner Walter Foden put it, when referring to a 4-cylinder Bentley in its element. They're faithful companions too: Both fours and sixes won Le Mans in its infancy, sealing Bentley's reputation as a maker of the finest sporting motors. 3 Litres won in 1924 and 1927, a 4½ in 1928 (that car, Mother Gun, is still with us) and Speed Sixes in 1929 and 1930, at which point Bentley retired from racing, claiming it had learned enough about speed and reliability.

A Bentley-badged car won at Le Mans again in 2003, and W.O.'s cars are still winning today — on the track and on the concours green. This year, six classes of Bentleys will be on hand at the Pebble Beach Concours in celebration of the company's centennial.

On top of the world

Though they never won at Circuit de la Sarthe, the Blowers take *stonk* to another dimension; a supercharged 4½'s relentless push all the way to 120 mph still impress-

es today, with its linear shove that just keeps coming, its driver on top of the world.

The Rolls-Royce-era Derby-built 3½ and 4¼ Litres added refinement but are no less impressive in the way they go and stop, with a delicious, fluid action through both steering and gear-change.

This was the golden era for coachbuilders, with James Young, Freestone & Webb, Park Ward and even Figoni et Falaschi clothing the most elegant of these silent sports cars, which were destined to appear at Pebble Beach.

Groundbreaking progress continued through the '50s, with Crewe's missiles — the lightweight Continentals — able to achieve more than appeared possible on 4.9 liters, despatching huge distances while machine and occupants barely noticed.



1924 Bentley 3 Litre Red Label Speed Model tourer, sold for \$330,000 at Worldwide's Scottsdale auction in January



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1927 Bentley 6 1/2 Litre tourer, sold for \$714,500 at RM Sotheby's Amelia Island, FL, auction this year

In the '80s, a return to forced induction landed us the peerless Turbo R, a big Garrett turbine breathing new life into the Cadillac-inspired 6750-cc V8. It's the mark of a great car that once on the move, it appears to shrink around you, and these square-rigged sedans certainly do, as well as shrinking the distance to the horizon.

The way they go almost defies the laws of physics; to ride one is rather like settling down into a favorite leather armchair in a quiet spot in the library... and then being launched down the road by a steam catapult.

Clutch, wait, shift

Think Bentley, though, and your mind's eye pictures a green Vanden Plas-bodied Cricklewood-built tourer — Le Mans style. The Vintage cars are where it all started, and everybody, at some time in their existence, needs to drive one as a life-affirming experience.

True to individual automobiles hand-built by gentlemen, you have to learn them, as they all have their own character.

Climb in, usually from the left but trying not to get the gearshift up your trouser-leg if from the right. Settle behind the big, cord-bound wheel and sight down the enormously long bonnet.

The throttle is in the center, and its positioning between clutch and brake rather focuses the mind. Mags (two) on and palm the mushroom-like start button.

There's a brief yelp from the starter, a tumble and a whir, the chassis' reaction to much weight suddenly revolving and that contented guttural burble from behind

you telling you it's alright.

The gearshift is low on your right, its wide, open gate on the floor. Finding first is straightforward, feeding in the clutch is easy on tickover and you're away with that marvellously authoritative bass grumble as you press a bit of gas.

Your Bentley, in any capacity, will pull the taller gears almost immediately, so there's no putting off a gear-change. The shift is unencumbered by synchromesh, which usually means clutch, wait-two-three, shift. It also means that once you've acclimatized, it offers a super-slick action, and a well-honed one will almost take the lever out of your hand on a quick upshift.

The steering is heavy at low speed; going faster you find the chassis fairly neutral and the brakes bite well, which must have been a phenomenon in the '20s. These are 90-year-old cars that don't get embarrassed in modern traffic.

Downchanging is an art, requiring double-declutching, so it's clutch down, shift to neutral, clutch up, a gentle application of revs, clutch down, shift assertively but not brutally into cog, clutch gently back home again. It doesn't work every time even for old hands, but every slick, silent, successful downshift brings such a sense of internal satisfaction that you want to try it again.

Bentleys engender a desire to do things well.

Look for this year's display of some of the oldest and most storied examples at the Pebble Beach Concours on Sunday, August 18. ■



1997 Bentley Turbo RT sedan, sold for \$42,193 at H&H's Duxford, U.K., auction this year



1960 Bentley S2 Continental drophead coupe, sold for \$145,000 at Bonhams' Amelia Island, FL, sale this year

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A Spider and a Z

You can drive a Spider with today's traffic and have a great deal more fun on two-lane roads than in today's 500-hp showroom specials

by Donald Osborne



1965 Alfa Romeo Giulia Spider Veloce, owned by Publisher Martin

When Concorso Italiano announced this year's celebration of Alfa Giulia and Giulietta Spiders, as well as the Junior Z, and SCM asked me to write about them, I found my inspiration in vintage Alfa magazine ads placed by Max Hoffman.

Hoffman was the U.S. importer and brilliant product genius who poked Alfa Romeo into creating the Giulietta Spider. The ads explained in clear, concise and credible language exactly why an upper-middle-class enthusiast should buy an Alfa Giulietta. Not surprisingly, the reasons Max gave still hold true for collectors today.

Giulietta Spider

An ad in the November 1957 issue of *Road & Track* bore the headline, "It's more fun to drive a new ALFA ROMEO" — with a smiling couple in sunlight with the top down in their Giulietta Spider.

Housed in a bullet-pointed spec box were all the reasons why: Double Overhead Camshaft Engine; Tachometer; Unbelievable Roadability; Independent Front Wheel Suspension; Brakes Tested Under Years of Mo-

tor Racing; Reduced Wheel Base; Roll Up Windows; Ample Luggage Space.

The last two were not so subtle swipes at the Giulietta's British competition, which at the time offered mostly outdoor luggage storage and shower-curtain side windows. The Alfa was like a Cadillac in comparison.

In those bygone years, car prices often functioned as consumer electronics prices do today. Buyers were not forced to face increases yearly, and Hoffman in particular was keen to lower prices with increased sales volume. The Giulietta Spider Normale had actually gone down from \$3,497 in 1957 to \$3,481 in 1960 — and, of course, as they were simpler to build and trim, the Spiders were about \$425 less than the Sprint models. Yet another reason to choose wind-in-the-hair motoring!

Today, of course, with the exception of the early lightweight Sprint Veloces, the Spider Giuliettas will always bring a premium over their closed sisters.

The Giulietta is one of those "vintage" cars for which surprisingly little allowance must be made on modern roads. You can drive with today's traffic on the highway and have a great deal more fun on two-lane roads than in today's 500-hp showroom specials.



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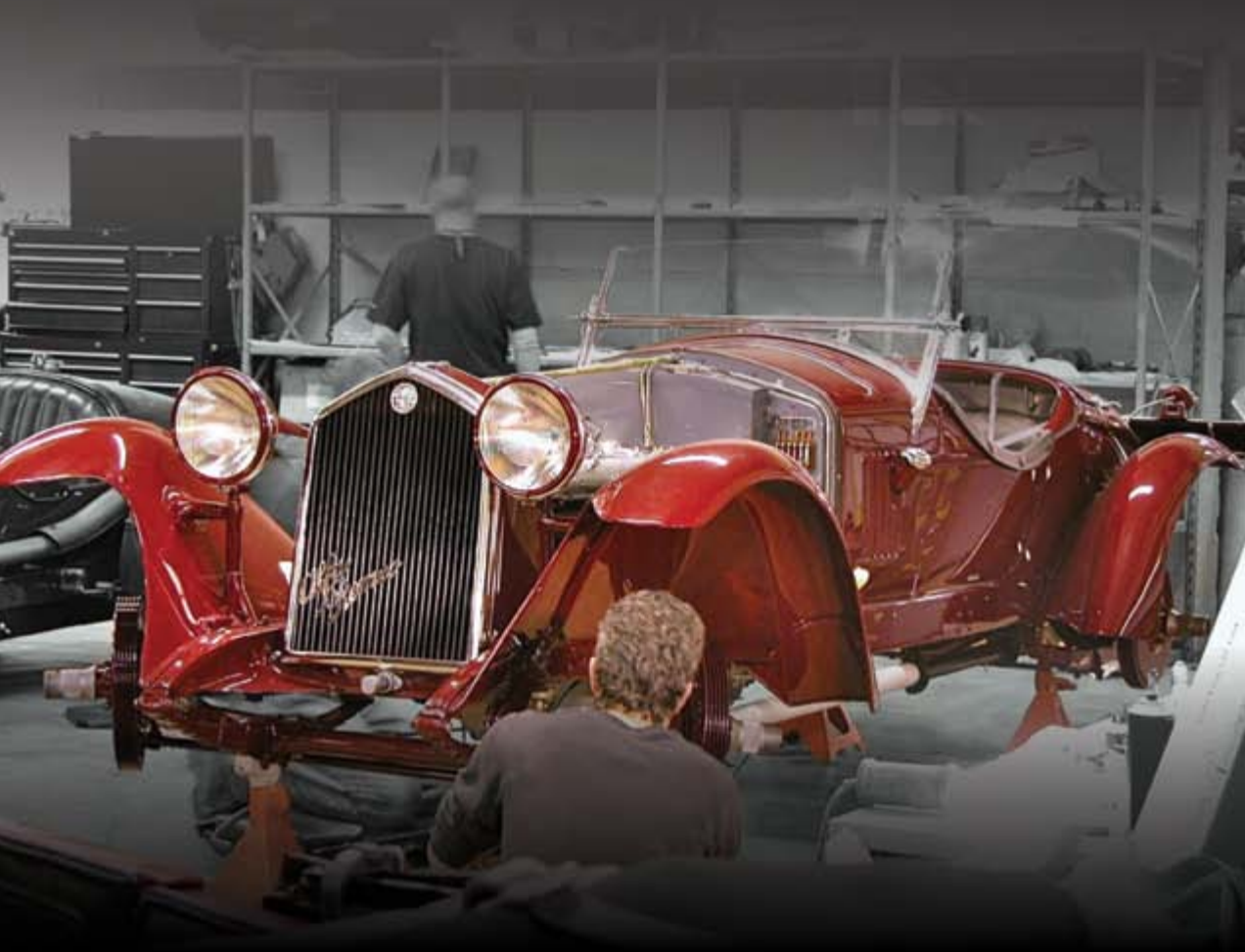
Fully Restored by D. L. George - Completed 2009,

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1959 Alfa Romeo Giulietta Spider 750

Giulia Spider

By the time the Giulietta 1300 had grown up into the Giulia 1600, Alfa Romeo was ready to go it alone in the U.S., and had launched the brand-new 1962 Giulia Berlina alongside the updated Giulia Sprint and Spider models.

Although a new ad agency was calling the shots for a new client, the message remained much the same. If you chose an Alfa Romeo Giulia Spider, you were directly linked to a line of cars honed in competition since 1911. A 1965 ad was titled “Not all Italians are explosive and emotional about winning races... at Alfa it’s simply a tradition.”

Under the headline was an extensive — but partial — list of victories achieved by Alfa in the 1964 season around the world. It was a time when Alfa was out front with the T.I. Super and TZ — cars that happened to share the same-displacement engine and much of the underpinnings of the Giulia Spider.

Today, the collector’s choice between the Giulia and Giulietta Spider largely comes down to aesthetics. The 750 and 101 Giuliettas have details more like the mid-’50s cars that they are, the Giulias slightly more simplified.

Junior Z

Bertone’s Giulietta and Giulia Sprint Speciale were fabulous designs that didn’t fulfill their initial purpose of providing streamlined, lightweight alternatives to the Sprint. That the Zagato variants did it handily was not lost on Alfa. When the SS was phased out in 1966, the Junior Z was ready to take its place.

Well, sort of. Unlike most of Zagato’s output, the Junior Z’s body was steel, not alloy, and weighed only 30 kg (or 66

pounds) less than the Giulia Sprint GT in the most common alloy-hood-panel form. And it was an accompaniment to the Giulia GT Junior, the 1300-cc version of the Giulia Sprint. So ultra-sparkling performance was also not its strong suit. But it did have style in spades.

A 1972 ad for the German market was titled “The fairytale of the safe car.” The copy ran like this: “Suddenly safety was discovered in the automotive industry... At Alfa Romeo we are sure that ‘the’ safe car does not exist. We believe that there are only good and less good cars. And that the good cars are safe cars seems to be quite self-evident. For 66 years. That’s how long we have tried to build good

cars. And not only since yesterday.”

Pictured were four sports coupes from Alfa: the GT Junior 1300, the 2000 GTV, the Montreal and the 1300 Junior Z. Take *that*, you builders of safety weenie-mobiles! Safety can come from capable handling and performance, too. For the collector, the Junior Z not only gives the kind of responsive driving pleasure all Alfas bring, but in a standout design as well.

The rarity of the Junior Z in the U.S. also adds to its appeal. None of the nearly 1,200 examples of the 1300 were ever officially imported to this country and the later 1600 version, of which only 402 were built from 1972 to 1973, also never made it to the U.S. lineup.

Choosing between the 1300 and 1600 is purely personal preference. The 1600 has more power, but is also a bit longer, on an unaltered Spider platform. This also allowed for a larger fuel tank, but some prefer the shorter body and simpler detailing of the earlier cars. Whichever you choose, a Junior Z is a little Alfa with a big presence.

See them all at Concorso Italiano on August 17. ■



Alfa Romeo Junior Zagato



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Buy/Sell/Hold

Enzo's Ferraris, '80s Toyotas, and brown Porsches

by SCM staff



HOLD: Enzo-era Ferraris such as this pair

One of the biggest weeks in the automotive auction world is here — this is where trends are set and big prices achieved. We'll be dissecting the results from this week's sales in the November issue of *Sports Car Market*. In the meantime, here are a few suggestions on what to buy, sell and hold leading into Monterey Car Week 2019. — *SCM staff*

Jim Pickering (*SCM Managing Editor*)

BUY: The best car you can find

I realize this is a wide net I've cast, but buying greatness has become an auction must. The market has become more sophisticated, and cars with the right history, documentation and condition are valued for having all those things. That will drive prices higher on certain examples, but in most cases, they're worth the money.

Come prepared to do your homework, know what you're willing to spend, and be prepared to possibly toss aside that number to win the car IF it's really the right example for you. Nobody complains about spending too much for the best example of something, from a lowly Beetle to an iconic 250 SWB. But they do complain about missing out on a really great example when they had a chance at it.

SELL: Your brown 911SC

The Porsche market heated up like crazy starting a few years ago, and it's been rolling along ever since, with great cars bringing great money.

But here's the thing: Porsche made a lot of 911s, and while they're deserving of their admiration, I think the market got ahead of itself in seeing prices jump as far as they did as fast as they did. A 1965 911 is special. Your

1980 911SC? Well, that's a little more complicated. Especially if it's brown.

Is the market going to fall out from below later Porsches? I don't think so. But I do think the rocket ride of appreciation is over, and the first cars to level off will be the ones in less-appealing colors. I don't hate brown, but let's be honest here — it's not red. Or white. Or silver. Or black. Or yellow. Or green. You get the picture. If you've had your fun, now's a good time to move on.

HOLD: Enzo-era Ferraris

Since we're speaking in generalities here, I'll submit this, because it's still true: A Ferrari is still a Ferrari, regardless of the outcome of this week in Monterey, the year in sales in general, or any other global influence. As such, Ferraris from the golden era of the company's road cars continue to be smart holds. Even if the market were to drop, these cars are still going to lead the way because they're iconic Ferraris. They're the gold standard.

Have a good Cal Spyder? TdF? SWB? No reason to move out now, unless you've found a better example to chase or you're looking for a different experience altogether.



BUY: The best available examples, such as this 1972 Nissan Skyline GT-R "Hakosuka"



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THE PENINSULA
SIGNATURE EVENTS



BUY: 1963 Corvette Split-Window

Carl Bomstead (SCM Auction Analyst)

BUY: 1963 Chevrolet Corvette Split-Window

The Corvette market has been a bit soft of late, but one spark of life has been the 1963 Split-Window. The Corvette body and chassis was completely redesigned for 1963, and for the first time a coupe was offered. At the time, some complained that the rear-window split interfered with the driver's visibility — some even went to the extreme of replacing it with a solid piece of glass, which proved to be an expensive decision. Only 10,594 coupes were produced, with four engine options including the L84 327-ci, 360-horsepower, fuel-injected offering. Prices have been trending upward of late, with RM Sotheby's selling an exceptional example for \$154,000 at their recent Amelia Island sale. This trend should continue as the uniqueness of the one-year-only design makes this one of the most desirable of all American sports cars. Time to jump in.

SELL: Corvette resto-mods

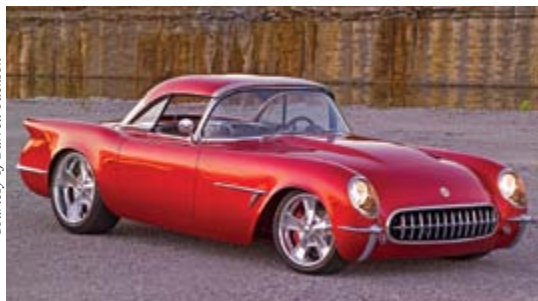
This is a qualified "sell," as the resto-mod market seems to be centered on Barrett-Jackson and their January Scottsdale event. On Saturday, they sold one Corvette resto-mod after another in the \$200k-plus price range — a phenomenon that does not occur elsewhere. As a

general statement, both mild customs and resto-mods are difficult to sell profitably, as they are built to the builder's sense of taste and design. If a modified Corvette resides in your car barn, now may be the time to cash in and move on down the line. The big-money sales seem to happen at Barrett-Jackson, so pay for the best times possible, preferably Saturday afternoon or evening, for your best chance of getting a return on your investment.

HOLD: 1953–54 Buick Skylark

Calling a 4,315-pound Buick Skylark convertible a sports car is a bit of a stretch, but at the time, the American buyer did not know the difference. The 1953 Buick Skylark was a factory-customized convertible that was powered by Buick's first high-compression "Fireball" V8, and it created a bonanza of favorable publicity. They were priced at \$5,000, and only 1,690 were produced. They were continued for the following year on an executive's whim, with only 836 manufactured.

They have been on a wild value ride, as a few well-restored examples sold in excess of \$300,000 about 10 years ago. Prices quickly plummeted, with sellers struggling to get six figures, but there is a glimmer of hope, as recent sales point to a rebound. Time to hold on and see which way the wind will be blowing.



SELL: Corvette resto-mods



HOLD: 1953–54 Buick Skylark



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BUY: 1980s Toyota pickups

Brian Baker
(SCM Next Gen Specialist)

BUY: 1980s Toyota pickups

With the steady rise in prices of American trucks turning them into a hot collector item, along with the growth of the Japanese cars being collectible, in the not-so-far future Japanese trucks could be the next hot thing. First- (1968–72), second- (1972–78) and third-generation (1978–83) Toyota Hilux trucks might pull decent money, but the real popularity started with the fourth (1983–88) and fifth (1988–97) generation. The 22R is a bulletproof motor, and the SR-5 model is the one to get.

SELL: Datsun 280ZX

You might be able to ride the wave of the 240Z/260Z/280Z market for the time being, with other

buyers not fully aware how different the 280ZX is from the first generation. You might also be able to ride the “Japanese-car wave,” as it is building up right now. I don’t see them being as desirable, especially the 2+2 version, so cash out now.

HOLD: Toyota Corolla

The Corolla name covered many different shapes and sizes of cars over the years, including wagons, hatchbacks, sport coupes, sport hatchbacks and sedans. If you aren’t familiar with a particular model, or what the going rate and desirability is for it, I would hold off bidding. Fifth-gen AE85/AE86 Corollas would be a buy right now, but I’d stay away from sixth-gen sedans. Doing your research beforehand will save you the headache. ■



SELL: Datsun 280ZX, particularly the little-loved 2+2 version

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Old and New Again

Monterey has evolved from Pebble Weekend to Car Week, but it's still about the die-hard car experience

by Steve Serio



The author doing Monterey old-school

Try to imagine this: my first night in Carmel in 1989. The sidewalks rolled up at 11 p.m., as they do, and all was quiet. I was going for a stroll down Ocean Avenue when a few noises in the distance became louder. All at once, an Alfa Romeo 8C, a Bugatti Type 35 and a Vector all converged from three different directions and stopped at Ocean and San Carlos. I can see it and hear it like it was last night. That's all I needed... well, not the Vector, but I'd be lying if I said it was a Ferrari GTO for artistic license.

Long before classic cars became an asset class, eons before there was The Quail, Gooding & Company, Bonhams on Friday, the Jet Center Party and the Concours on the Avenue, there was just "the Pebble weekend," which was devoid of corporate tents and sponsorship.

Back then, there was nary a traffic jam on Route 1 that looked like L.A.'s Highway 405 at rush hour, no long lines going into Laguna Seca and certainly never a worry about booking accommodations a year out.

In the 1980s and 1990s, you allocated 72 hours — at a stretch 96 — to see *everything* and not have to clone yourself and wonder if you're at the right event. There

was no concern over which great cars, historic speeches, parades and cavalcades you might be missing at the other five things taking place at the same time.

The crux of this biscuit is to enlighten you on why we all linked up in the time period.

Americana blurred

I hate believing I'm aging out, but when I fondly look back and pine for the simpler days, I guess I'm relegating myself to that "old guys" club. The Peninsula had been our Mecca, and my gang of like-minded idiots from the Northeast would drive to California because we were true classic-car-worshipping devotees. We loved nothing more than an excuse for a road trip.

Flying across this vast Americana landscape at 600 miles a day in a 1956 Porsche 356A Speedster makes formal rallies, such as the California Mille or the Copperstate, seem like a walk around the block for a Mr. Whippy Dip with your kid. Don't get me wrong. I love organized rallies. But our own trips were the Mack Daddy of spirited nonsense. They created a lifetime of memories.

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Hauling Aston on the way to the Peninsula

Plus, you really can't have drag races on Route 50 in Nevada (The Loneliest Road in America) if formal organizers are ultimately responsible. But going quickly is just part of it.

Words can't describe leaving Dodge City in a biblical rain at midnight (the Speedster high-bow top acted like a sieve), cruising past the moonlike Bonneville Salt Flats in searing heat or gliding at twilight into Truckee outside Lake Tahoe for dinner. Those highlights gave even more reason to drive for six days like we had just escaped Attica.

We weren't looking back. Yeah, we were on a mission to gather with other freaks and geeks who understood our language.

And it should be noted that before the scourge of fake news, social media and the inter-Google in general, piloting foreign cars into the heartland was akin to arriving in the UFO from outer space in "The Day The Earth Stood Still." There was a lot of staring and pointing, inevitably followed up by two constant questions from the stunned and curious locals: "Why would you do it?" or "Is there room for one more?"

Imagine the reaction to the answer, "We're going to a car show." This is why the words "agape" and "slack-jawed" exist. "Yeah, you clowns are a bunch of morons." So we continued on. *Klaatu barada nikto* and *fashizzle* to y'all.

The promised land

What better way to enjoy the sights, smells and sounds of our shared interests than to drive to the one and only event in the USA that never disappointed? There was no Amelia Island, Greystone, Keels & Wheels, Greenwich and the countless other events that have popped up and dotted the landscape and calendars everywhere in the past 25 years. Well, maybe a handful of local events were going on, but nothing compared to Monterey.

Once the 3,500 miles were under our collective belts, there was a social schedule that we could always depend on — and it was a damn simple one. The Baja Cantina, Concorso Italiano, Hog's Breath Inn, Laguna

Seca, a burger at Nepenthe, the Mission Ranch, Pebble Beach and a few spirited verses of Louis Prima at Tutto Mondo in Carmel. That was it really, and it was perfect — worth every sweat-drenched or rain-soaked mile.

The professional-auction carnival barking was limited to Rick Cole and Christie's, which kept Saturday and Sunday nights busy. Oh, to have some of those consignments back at those sold numbers. Two auctions... period. The markets were set in roughly 10 hours, not hundreds.

How has it changed and why the lament with a hint of malaise? Last year, I parked my Speedster on Ocean Avenue at 7 p.m. to grab dinner one night. When I returned, there was a gathering of folks staring and pointing (see not-so-poignant moment listed above from the Midwest). My Speedster at the corner of Ocean and Dolores was the only *old* car within three blocks and as far as I could see. Nothing but new McLarens, Lamborghinis, Astons, Bentleys and Porsches dotted the boulevard.

Once again I was the UFO, but this made no sense to me in Carmel. Had I in fact aged out?

Time to plan that road trip one more time... *Klaatu barada nikto*, citizens of Earth. ■



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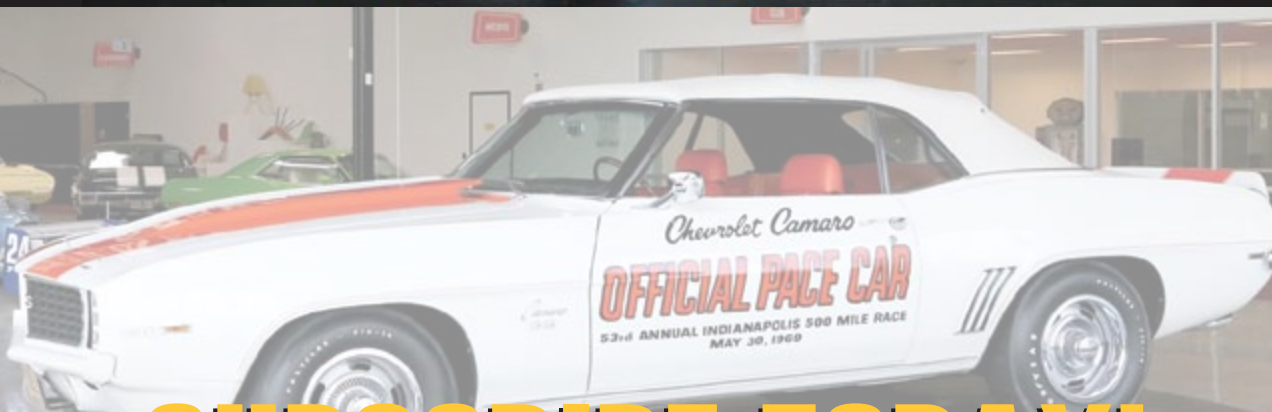
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When: Monday, August 12, and Tuesday, August 13, 10 a.m. to 6 p.m.; Wednesday, August 14, 10 a.m. to 5 p.m.

Web: www.automobiliamonterey.com

Phone: 831.659.1551

Cost: \$20

Insider tip: This year marks the 17th anniversary of this largest automobilia show in the United States. Everything at Automobilia Monterey is original — there are no reproductions here. At least 40 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.



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Pebble Beach RetroAuto

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When: Thursday, August 15, through Saturday, August 17, 9:30 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 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. You can also attend the Pebble Beach Classic Car Forum. RetroAuto is no longer open on Concours Sunday, so be sure to get there on Thursday to beat the crowds on Friday and Saturday.

Automotive Fine Arts Society Exhibition

Where: New Masters Gallery, Dolores St. between Ocean Ave and 7th Street, Carmel-by-the-Sea, CA 93923

When: Tuesday, August 13, through Sunday, August 18. Reception is Saturday, August 17, at 4 p.m.

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Insider tip: 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. If you're already in Carmel-by-the-Sea, be sure to take advantage of this special chance to see many great works in one place. ■



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