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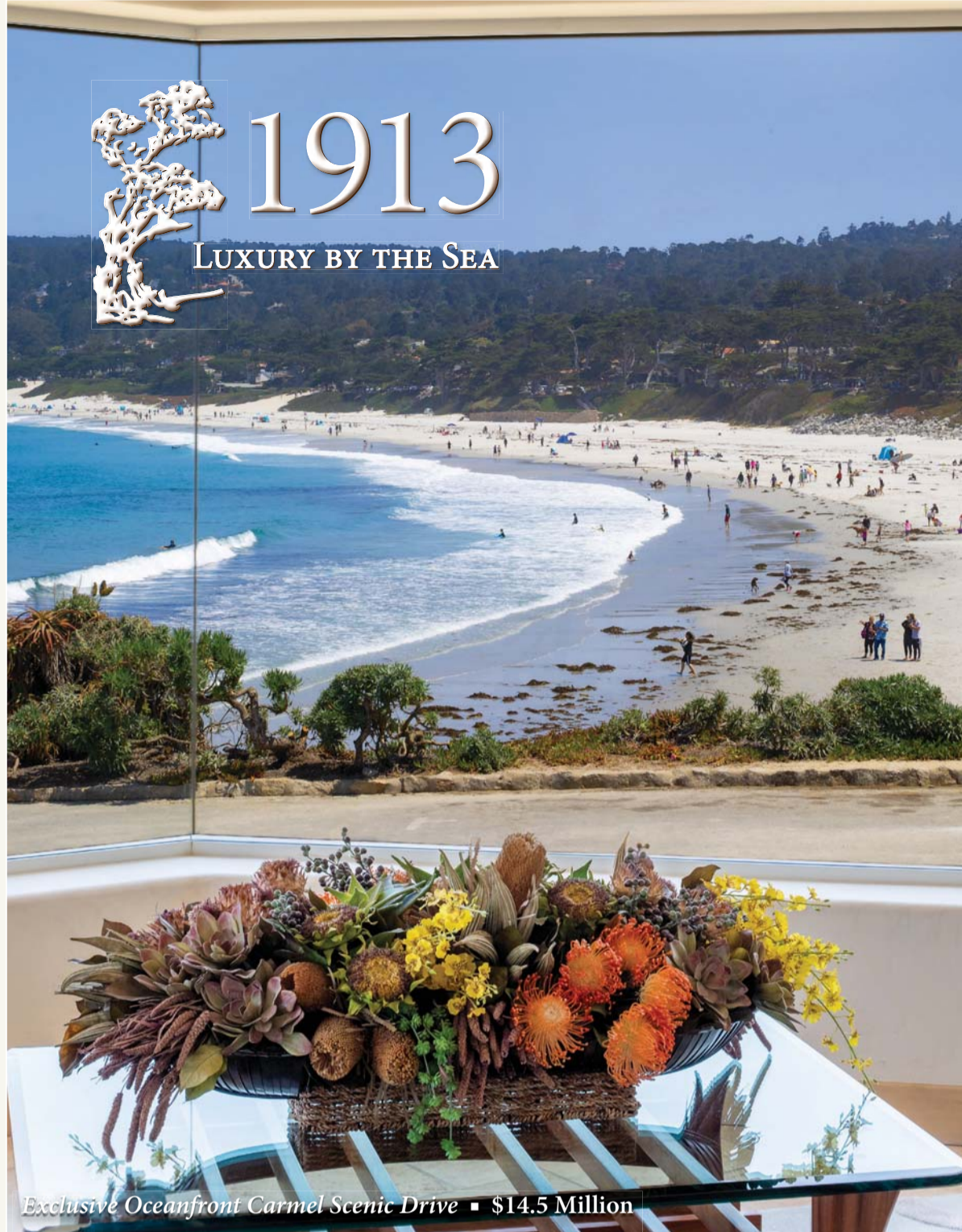
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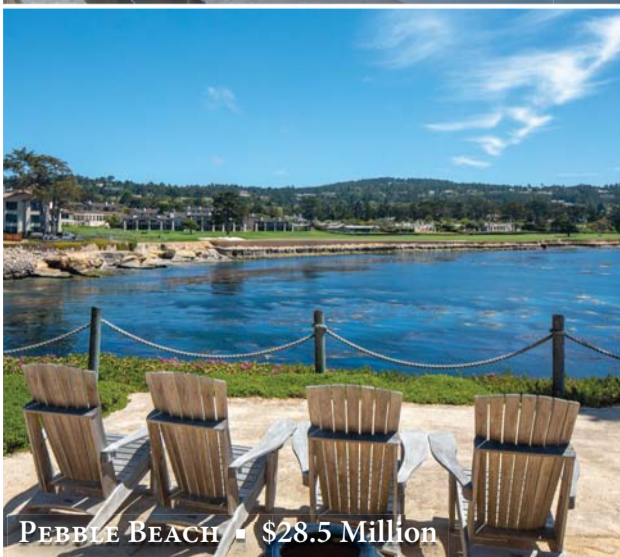
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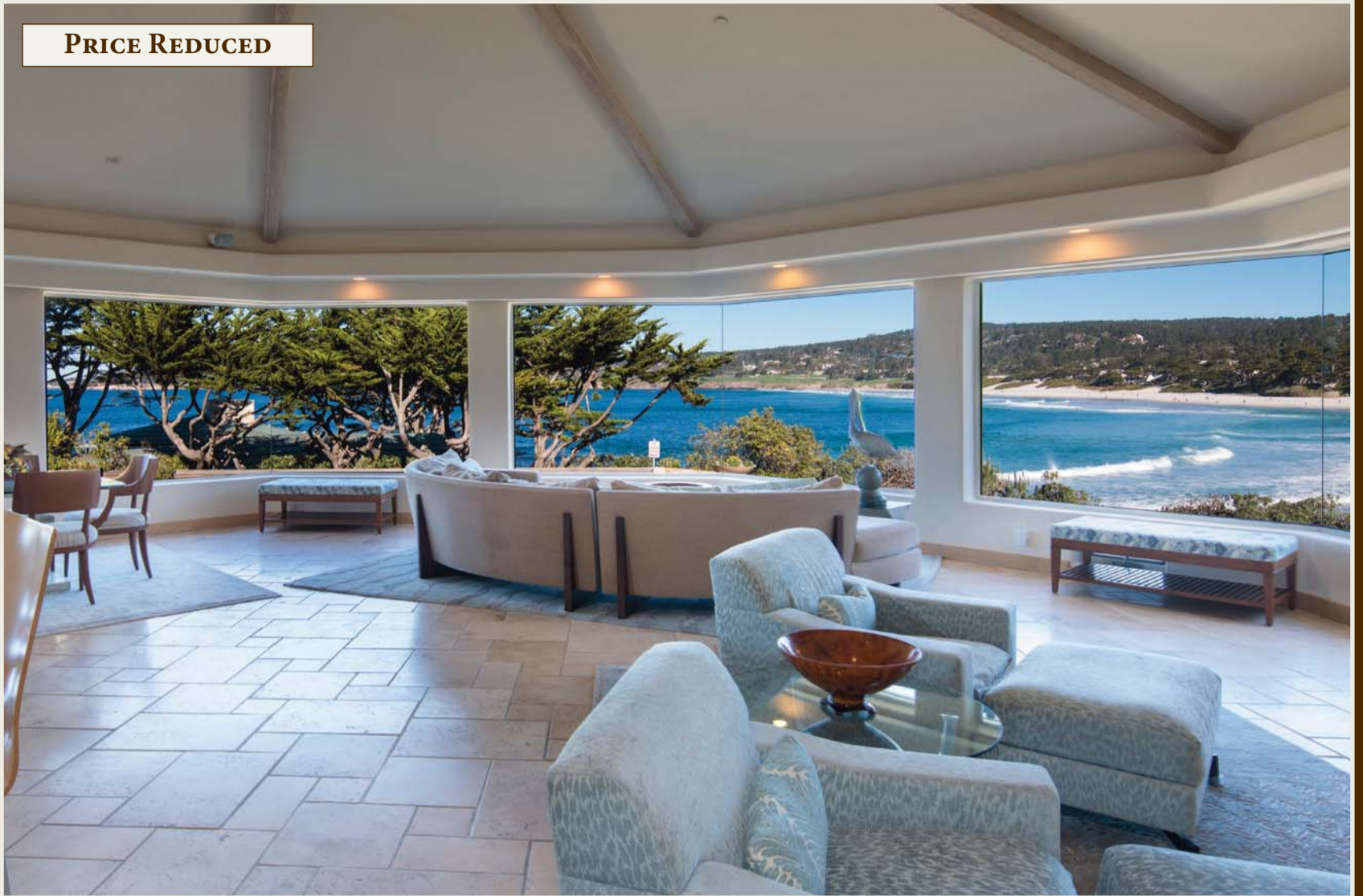
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# Concours d'Elegance celebrates 40 of the best of the best

By MARY SCHLEY

**W**HEN THE very first Concours d'Elegance was held in Pebble Beach in 1950, just 30 cars were displayed, and the winner of Best of Show was a new car: the 1950 Edwards Special R-26, built by Sterling Edwards.

It wasn't until 1955 that older vehicles, like racer Phil Hill's 1931 Pierce-Arrow and Jack Nethercutt's 1930 DuPont Town Car, began winning the top honor, and the first antique car to be named Best of Show, a 1913 Rolls-Royce Silver Ghost, won in 1962.

The first winner in postwar class (built after World War II) was a 1964 Maserati Berlinetta, which took the crown when it was only 4 years old, at the 1968 Concours, and decades would pass before another post-war entrant won Best of Show. In 2014, that car was a 1954 Ferrari 375 MM Scaglietti Coupe.

Over the past 70 years, Best of Show cars have run the gamut, each capturing the judges' hearts for different reasons, some of which can't even be articulated. Better to display them and let guests at this year's event see for themselves the machines that were selected to drive across the ramp to receive the highest honors. At the Pebble Beach Concours Aug. 15, an impressive 40 previous Best of Show winners are set to be displayed along the 18th Fairway in a beautiful and captivating retrospective.

### Talking cars

"Some cars just talk to judges, and that spans not only the design and style of the car, but the use of color and trim and accessories — the total presentation of the car," explained Pebble Beach Concours d'Elegance Chief Judge Chris Bock, who attended his first P.B. Concours in 1963 when he was 18, became a class judge

a decade later, and has been devoted to the event ever since. Bock became chief judge in 2013 and also sits on the Concour's selection committee, which decides which cars should be invited to attend each year.

Judging was less precise during the early years, until Lorin Tryon and J. Heumann, who co-chaired the Concours for more than 25 years, revamped the system in the mid-1970s to develop the two-tiered method still used today. Class judges focus on the technical correctness of each car, assessing its originality and authenticity to ensure it has been properly preserved or restored. Class judges are experts in their fields.

"We were ensuring ourselves we had Duesenberg experts judging Duesenbergs and Ferrari experts judging Ferraris," Bock said.

He encourages them to adopt multiple perspectives

See **BEST** page 22Cd'E



PHOTOS/PEBBLE BEACH CONCOURS D'ELEGANCE

Over the past 70 years, P.B. Concours d'Elegance judges have voted for their favorites to be named Best of Show. Prewar cars have dominated — including (left to right) the 1931 Bugatti Type 41 Coupé de Ville that won in 1966, the 1937 Horch 853 Voll & Ruhrbeck Sport Cabriolet that won in 2009, and the 2013 winner, a 1934 Packard 1108 Dietrich Convertible Victoria.



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# Judges take bribes, the cars are dogs, and dogs find that insulting

By DENNIS TAYLOR

**N**OT TO imply that the Concours d'Elegance isn't a very big deal, with its Duesenbergs and Bentleys, Alfa Romeos, Isotta Fraschinis, and Lamborghini Countaches, each covered with so much Turtle Wax that they can be seen from deep space.

But it's not the place to feast your eyes upon the one-of-a-kind drivable dumpster during Car Week 2021.

That venue would be the Concours d'LeMons (8 a.m. to 1:30 p.m. on Saturday at Seaside City Hall), which rightfully hypes itself as a show "celebrating the oddball, mundane, and truly awful of the automotive world."

Appropriately, this grotesque gala of heaps and hooties is free to the public.

"It gets bigger and dumber every year," crowed Alan Galbraith, who launched the event here in 2009 after deciding that Car Week — widely recognized as the world's best automobile extravaganza — was in dire need of a truly weird party crasher.

## 'Gets a little stuffy'

"I've been going to the Pebble Beach Concours for 30 years now, and it's a fabulous event, but, for me, personally, it got a little stuffy watching billionaires competing with millionaires with cars that are completely unattainable for the average person," he said. "We get a pretty wide swath of the automotive world — really good examples of bad cars, and really bad examples of good cars."

At Concours d'LeMons, rust, grime and barnacles are virtues. A dented and smelly Ford Pinto, dragging

a muffler, might be a strong contender for the coveted Worst in Show honor, one of multiple awards to be doled out to the ugliest and most unusual entrants in the 125-vehicle field.

Other presentations will be made in categories that include Slightly Better Than a Go-Kart, Best Back Seat, Sight for Sour Eyes, Driving on a Prayer and Soul-Sucking Japanese Appliance.

And don't forget Der Self-Satisfied Krautenvagen, Unmitigated Gaul French Legion of Horror, Needlessly Complex Italian, Swedish Meatballs, Kommunist Cars, the ultra-patriotic Rustbelt American Junk and, of course, the inimitable WTF??? Award.

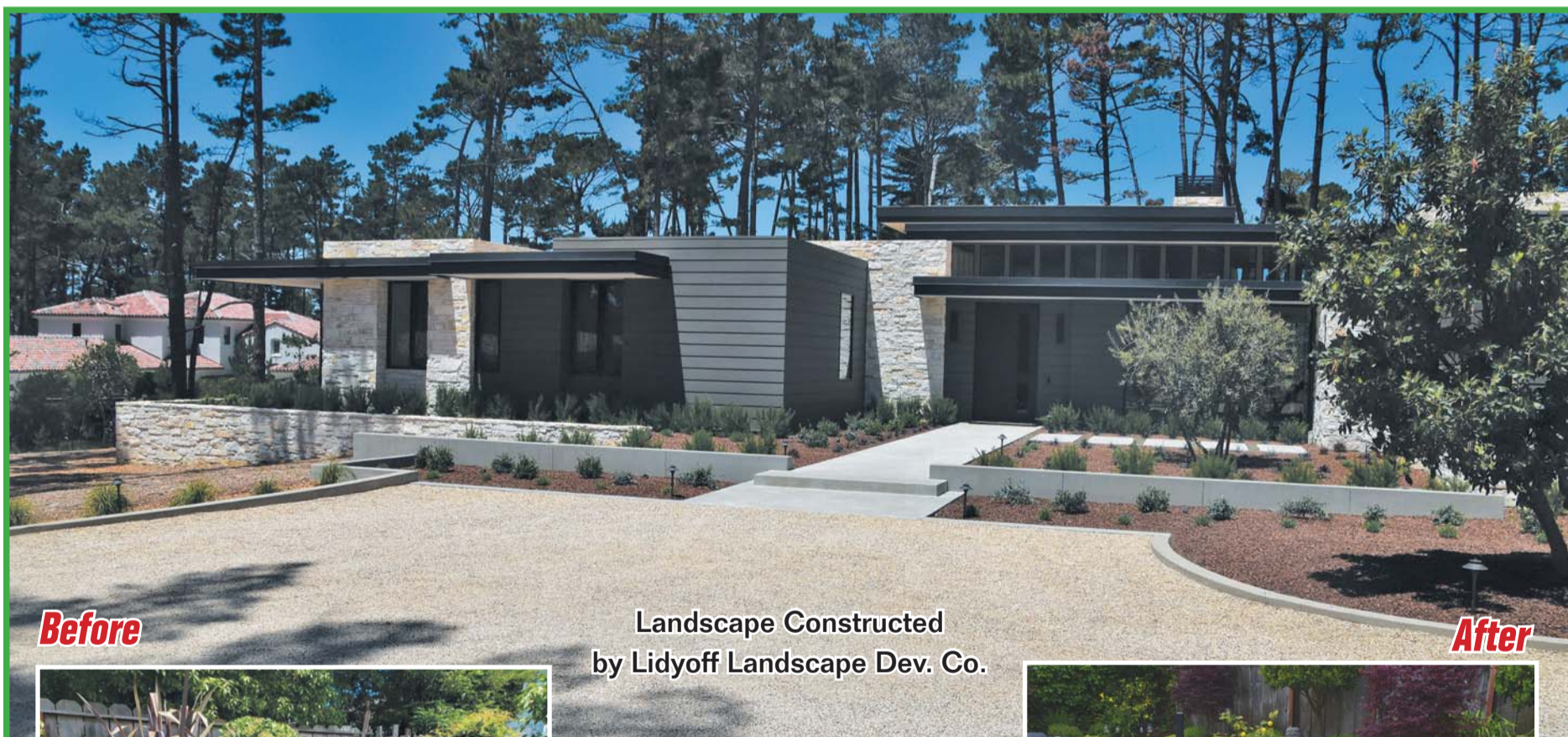
Award winners at Concours d'LeMons are routinely controversial, in part because, according to the Official

See LEMONS page 26Cd'E



PHOTOS/PINE CONE FILE, COURTESY CONCOURS D'LEMONS

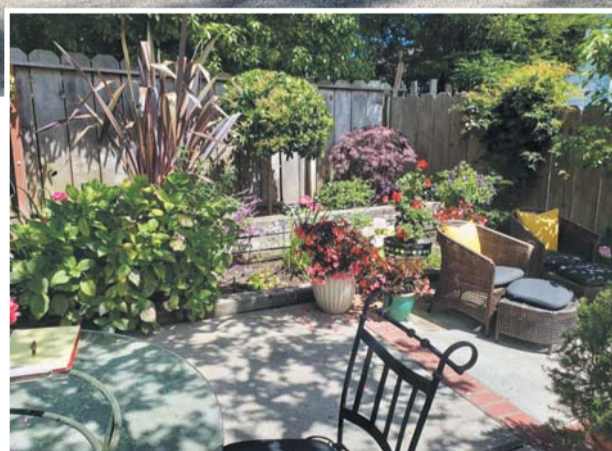
The gentleman at left obviously had bribery in mind when he put out a spread of champagne, baguettes and brie in front of his Citroen 2CV. And the good thing was, he bribed not only the judges, but the spectators at the 2019 Concours d'LeMons. A nearby car showed off its ability to smoke, while another bragged it was really good at swerving.



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# 1,000 volunteers who field calls, ready the field – and lots more

By ELAINE HESSER

**I**F YOU didn't have to have a job, would you work anyway? For thousands of volunteers all over the Monterey Peninsula, the answer is a resounding, "Yes!" From the AT&T Pebble Beach Pro-Am to Car Week, not to mention dozens of smaller events and charitable services that go on all year, locals come out in force. Some people even pay their ways here from out of town or out of state, just to work for free.

"for a couple of afternoons" during Car Week. That was 23 years ago.

Soon it was a few afternoons more, and now she works in the office from 8 a.m. to 6 p.m. for six days, including Sunday of the big show. She's responsible for a team of five to seven others, plus 14 who work in an information booth.

Jones — who has also volunteered with Community Hospital, Pacific Grove Rotary and P.G. Pride, which raises money for the school district there — is one of the friendly voices that car owners, spectators and others hear when they call with questions and requests.

She was quite persistent, however. "They'll be happy to have me," she urged Jones. "I'm interesting, and very attractive."

"This was before the ubiquity of the internet," Jones recalled, but the woman, who called herself an "entertainer," said she had a website and Jones took down the address. One of the other volunteers, who had internet service at home, looked it up. "She was clearly a lady of the evening," said Jones.

Another memorable caller had purchased a top-tier ticket package and was upset to learn that the parking lot, while close to the action, was unpaved. "They don't understand the concept," that the show is on a golf course, Jones said.

Every year, some of Pebble Beach's temporary employees would turn up at the Concours office, trying to figure out where they were supposed to be, and the vol-

See VOLUNTEERS page 50Cd'E

### Always something new

There doesn't seem to be any such thing as a "routine" call, according to Jones, although she has created a binder with answers to frequently asked questions for herself and the other volunteers.

There are some awkward moments, too — owners and their crews come from around the world, creating occasional language barriers and problems connecting with those in far-flung time zones, for example. But the biggest challenge, Jones said, is "to go with whatever shows up that day. There's always something you haven't seen before."

In her early years there, when she said she was still a little naïve, she got a number of phone calls from a woman who wanted invitations to private parties, which wasn't something they could have done for her.



Dennis Palma



Jane Durant Jones

And they do it for decades. During this celebration of the 70th Concours d'Elegance, Pebble Beach resident Jane Durant Jones and Beverly Hills' Dennis Palma are marking more than 50 years of service between them. Funny thing is, neither was much into cars when they started out.

"My daughter had a summer job at the Concours office for a few years," Jones recalled. When she invited Jones to work alongside her, she agreed to come just



Longtime Concours volunteer Dennis Palma (center, without hat) poses with the show field staff — just part of the army of workers who make the week go smoothly.



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# Long before the Tesla was a gleam in Elon's eye, there were Rikers

By LISA CRAWFORD WATSON

**H**E'S BIG on making to-do lists, mostly because he appreciates the thrill of crossing things off them. But Richard Riker, a land-use consultant in Grants Pass, Ore., is still working on one bucket-list item: Showing a family car at the Pebble Beach Concours d'Elegance.

Before Riker's mother passed away, she told him he would inherit her 1896 Riker Electric Roadster, designed by his grandfather, Andrew L. Riker. The self-taught electrical engineer had experimented with motors and electric batteries, leading to the design of a 3-horsepower Riker Electric Motor — the motor that powered the vehicle his grandson would inherit.

In 1897, A.L. Riker sold his first automobile and, two years later, incorporated the Riker Electric Vehicle

Company.

In the 1980s, Richard Riker, having spotted the 1896 Riker Electric Roadster in an automobile magazine, learned that the car was once part of The Harrah's Car Collection and had been sold to the man in Iowa who was offering it for sale. He alerted his mother, who attended the auction and bought the car.

## Like a baby carriage

"The Roadster, a single-seater, is like a baby carriage on wheels," Riker said. "I call it a prototype because it had pneumatic tires and leaf springs instead of coil springs, and other unexpected features. But it does have the Riker electric motor."

A few years later, Riker's mother bought an 1898 Riker Electric Phaeton his grandfather had designed, built, raced and given to his wife. The car, owned by

the Henry Ford Museum, had become available at auction and, once, again, Mom prevailed. She offered the two-seater, which had won some of the earliest sanctioned automotive races in the United States and abroad, to her younger son, Jim Riker. He wasn't interested. Instead, the car went to Dragone Classic Motorcars of Orange, Conn.

The 1896 Riker Roadster and the 1898 Riker Phaeton automobiles will roll onto the show field to join the class of eight early electric cars at the 70th presentation of the Pebble Beach Concours d'Elegance. Richard Riker and his bucket list will be in attendance.

"This is the first time I got the green light to bring my car to the Pebble Beach Concours," Riker said. "Dragone is bringing the 1898 Riker from Connecticut, and I am bringing the 1896 Riker from Oregon. It has been a lot of fun owning the car and staying in touch with Dragone Classic Motorcars. Our Rikers are going to be among some gorgeous electric cars on the fairway."

Born in the fall of 1868, Andrew Lawrence Riker died in 1930, 12 years before his grandson, Richard Riker, was born. Although the younger Riker is well acquainted with the early electric cars his grandfather designed, he also is keenly aware that his grandfather was instrumental in helping move the United States automobile industry from electric to gas combustion engines.

"Through his career, my grand-

See **ELECTRICS** page 26Cd'E



Richard Riker's grandfather, Andrew Riker, designed electric cars, including an 1898 model (left), owned by Dragone Classic Motorcars, and Richard's 1896 auto (above). Both will be on display Sunday.

# B

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# Concours judge loves the romance of cars and the people who make them

By LISA CRAWFORD WATSON

**T**HE LIFE of Winston Goodfellow — chief judge of the Iso and Lamborghini Countach classes at this year's Concours d'Elegance — would make an excellent coming-of-age film, à la "American Graffiti." Born and raised in California by parents passionate about cars, Goodfellow grew up riding in a 1919 Jordan, a 1925 Willys Knight and a 1928 Ford Model A, but it wasn't until his high school years in the mid 1970s that he was seduced by the automobile.

It started with a 1966 Aston Martin DB6, followed by a brand-new Ferrari 365 Berlinetta Boxer. But his encounter with a Lamborghini Countach LP400 was the catalyst that really ignited Goodfellow's devotion to classic cars.

"I was later looking in the Chronicle want ads, where

a guy was advertising an Iso Rivolta — an Italian car with Ferrari looks and performance, but American reliability. I paid \$3,400 for it and drove it for two years. Then I saw an Iso Grifo at a concours and bought that."

## Everyone wants one

Goodfellow went through eight Isos, buying one, enjoying it, and then replacing it with a different model. It's like going to different restaurants, he said, and always ordering fettucine but enjoying the differences.

"I think I paid about the same for my first 10- or 12-year-old Iso Rivolta as my brother paid for a new Ford Pinto (about \$2,000). The same Iso would be \$100,000 to \$125,000 today," he said.

Although he graduated from UC Berkeley with a degree in economics and went into finance, he realized he'd rather pursue his passion for automobiles than financial planning. Today, Goodfellow, a writer, photog-

rapher, and self-titled car shaman, is one of the world's leading experts on gran turismo cars — sports cars designed for high speed and long-distance driving, paired with an alchemy of performance and luxury. One of his favorite stories returns him to his Iso Rivolta days.

"Back then, nobody knew anything about Isos, so I began scrounging around, looking through magazines, attending swap meets, advertising in Hemmings, to find anyone else who had an Iso. In 1981, I started an Iso club, which caught the attention of a man in Germany who had a number of the cars."

Goodfellow flew to Germany, met the collector, and together they went to Italy, where Goodfellow was introduced to Roberto Negri, a former employee of the company who had Iso parts. The following year, Goodfellow met Piero Rivolta, whose father, Renzo Rivolta, had made a fortune during the war and throughout the 1950s by making refrigerators and heating units and,

later, by manufacturing motor scooters. This gave Rivolta the wherewithal to bring in top talent to design and build the Iso Rivolta GT which, Goodfellow recalled, America's Road & Track magazine considered "the car we've all been looking for: fast, comfortable, handsome, room for four."

## Providential pairing

After Renzo Rivolta died, in 1966, the elegant Piero Rivolta took the helm

See ISO page 27Cd'E

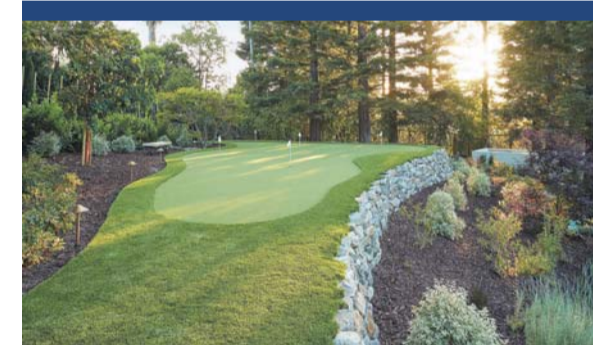


PHOTOS/(LEFT) GARY GOERINGER, (RIGHT) RON KIMBALL, COURTESY PEBBLE BEACH CONCOURS D'ELEGANCE

Winston Goodfellow, chief judge of the Iso and Lamborghini Countach classes at this year's Concours, talked about his love affair with the Italian cars, like the 1971 (left) and 1964 (right) Iso Grifos exhibited at previous Pebble Beach shows.

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# The roads are long and the stories are grand – only the cars are small

By DENNIS TAYLOR

**I**F THESE little cars could talk, what tall tales would they tell?

Pacific Grove's wildly popular Little Car Show celebrated its 11th year Wednesday on Lighthouse Avenue as a nostalgic feast for lovers of petite, vintage vehicles, most guaranteed to extract a fun memory from its owner or the beholder.

"There's probably a story that goes with pretty much every car in the show," said Charlie Davis, who teamed up with his former Pacific Grove High classmate, John Moulton, and a local nonprofit organization, Marina Motorsports, Inc., to create the show in 2009. "I remember a guy telling me about one hot night in Carmel Valley when he was parked with a date in his Morris Minor convertible, with the top down."

In the heat of passion, her dress became tangled in the mechanism that raised the convertible top, and was

torn and covered with grease after he closed the roof.

Davis (P.G. High Class of '60) recalled asking what the girl's parents said when they saw their daughter's dress. "He said, 'I dunno. We didn't see much of each other after that night.'"

## 'Best in Class' alumnus

Among highlights from the show was a 1931 Austin American Roadster owned by Lynn and Jan James of Tracy, which won Best in Class at the 2003 Pebble Beach Concours d'Elegance.

"I'm not sure, but I would imagine that's the only Pebble Beach Concours Best in Class winner we've ever had at the Little Car Show, and the funny part is that the owners didn't even mention that part on their entry form," said Davis, who was charged with writing interesting vehicle "biographies" for the windshields of every car in the show. "Next year, I'm really hoping to add something on the registration form that says, 'Tell

us something about your car.'"

Most car owners don't, said Davis, who spends endless hours scouring the internet for interesting tidbits about each car.

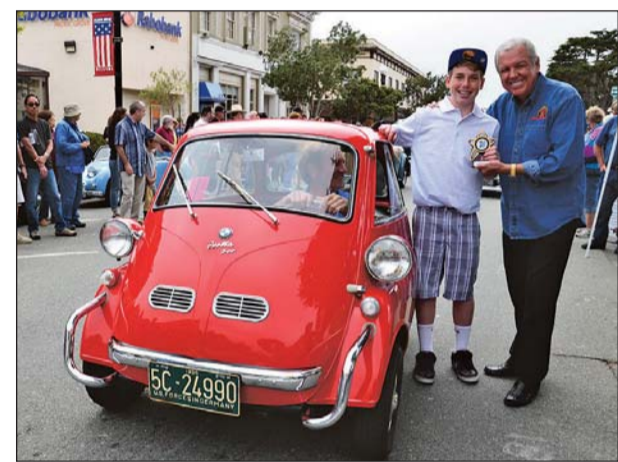
For example, a 1976 Datsun 1600 Roadster at this year's show was the first model ever raced by actor Paul Newman, who made auto racing his hobby.

Another rare import, a Honda Acty truck, was specially designed to navigate Japan's streets, which typically are too narrow to accommodate a full-sized truck.

"This is a very light, tiny truck with a 490 cc motor," Davis said.

Pacific Grove's Don Pepperdene provided two other highlights — a fully restored Elva Courier, originally sold by Monterey's Wester Motors in 1961 (Pepperdene has a vintage photo of the car on the lot), and a Formula V race car he built himself.

See **LITTLE** page 51Cd'E



PHOTOS/(LEFT) PINE CONE FILE, COURTESY MARINA MOTORSPORTS

(From left) At Pacific Grove's Little Car Show, even the humble Volkswagen Beetle likes to put on its finest outfit. The Pez Dispenser Mobile that showed up one year was only a little larger than a Pez dispenser. And David Garelo and his son, Joe, of Pebble Beach, were very proud of their 1956 BMW Isetta.

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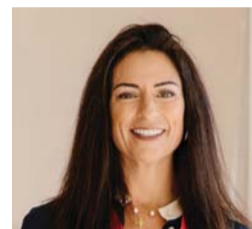
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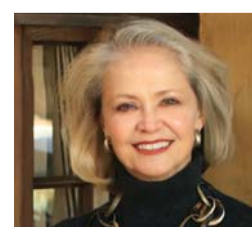
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# With pandemic to blame, international crowd is stuck on the outside

By MARY SCHLEY

**D**ESPITE HERCULEAN efforts on the part of car owners, sponsors and spectators who live outside the United States to get themselves and their vehicles here for Concoors Week, many of them will be missing this year's events due to travel bans and other impacts of the coronavirus pandemic.

The vacuum left by international participants in hotels, at the racetrack and on show fields is being filled by newcomers and others who found themselves with the opportunity to take part.

Barry Toepke, director of heritage events and public relations at WeatherTech Raceway Laguna Seca, said the travel bans and logistical challenges of shipping vehicles from overseas have prevented international visitors and entrants from participating in this weekend's Rolex Monterey Motorsports Reunion.

"I receive calls or email messages each day from people in France and England who are unable to receive clearance to travel," he said. "Two cars were withdrawn from the event just from Canada."

One is a 1938 ERA that has been in the crate and ready to ship for the past three months, according to Toepke, but the owner couldn't get it here.

"Another is a longtime participant who annually drives his 1954 Jaguar XK120 from British Columbia but could not receive permission to cross the border," he said. "There were probably 35 cars from Australia, Germany, the U.K. and Switzerland that were withdrawn early because they knew there wasn't a chance of crossing in time."

Pebble Beach Concoors d'Elegance Chief Judge Chris Bock said 93 class judges and 50 honorary judges usually come from all over the world to scrutinize the

hundreds of historic and collector cars on the show field. This year, travel restrictions have kept a dozen of them away.

The honorary judges, who evaluate cars not for their technical perfection but for their overall styling and presence, "are often from European design houses and manufacturers and heads of styling departments," he said. "So that cadre of folks has been really impacted by the travel situation."

Organizers have been scrambling to find replacements for those who can't make it, while other judges "have gone to incredible lengths to be with us," he said, including spending a few weeks in Mexico or the Caribbean just so they could get into the United States.

Canadians must fly in instead of drive, according to Bock. A judge who lives there but is American can drive in, but his wife, who's Canadian, has to fly, so their plans called for his crossing the border in their car and picking her up at the Sea-Tac Airport outside Seattle, Wash.

International judges' efforts to make it to Pebble Beach this year have "been a tribute to their devotion to this event," Bock said.

## 'Devastated'

Meanwhile, those who haven't been able to get visas to travel here "are devastated," including entrants, spectators and journalists, some of whom haven't missed a Car Week in years.

"It's become a truly international show," Bock said. "That's one of the things that's really changed since '70s and '80s — it has become the world's Concoors."

Gordon McCall, who runs his own large event at the Monterey Jet Center with wife Molly and also oversees car selection for the Quail Motorsports Gathering, which he helped found, said strict quarantines are also keeping people in their home countries.

"You can own a home, but you have to quarantine in an authorized hotel for two weeks, and if you're caught leaving, it goes back to day one," he said. "They check on you by calling on a land line twice a day."

The prospect of being forced to stay in a hotel room after returning home from Concoors Week "has been a deal killer for a fair number of Europeans I've been dealing with," he said, as well as Asians. It hasn't helped, either, that the rules keep changing.

Carrie Theis, whose family owns the Hofsas House

See **OUTSIDE** page 51Cd'E



Among the cars in the 2019 P.B. Concoors was this 1968 Howmet TX Coupe, owned by Andreas Mohringer of Salzburg, Austria. Coronavirus restrictions will limit the number of non-U.S. participants this year.

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CONCOURS WEEK

# Seventy years later, remembering the P.B. races that started it all

By MARY SCHLEY

**T**HE GROWTH of the Pebble Beach Concours d'Elegance into the finest event of its kind — and the construction of Laguna Seca Raceway, which has earned an equal level of affection and admiration from racing fans and competitors across the globe — both owe their places in the automotive world to a proposal by racing driver Sterling Edwards to hold a race on the roads of Del Monte Forest.

Edwards and close friend Jack Morse, then the president of the Pebble Beach Company and the son of founder S.F.B. Morse, staged the first Pebble Beach Sports Car Road Races in November 1950. (Edwards, incidentally, also won Best of Show at the inaugural Concours d'Elegance with his self-built Edwards Special R-26.)

The races only lasted seven years, ending after racer Ernie McAfee, 39 and

driving a Ferrari, hit a tree and died in 1956. Carroll Shelby won that year in a Monza Ferrari, and Laguna Seca was built in time to host the next races in 1957.

**Just \$15**

Their legacy will be celebrated this year alongside the 70th anniversary of the Pebble Beach Concours d'Elegance. Like the 2020 Tokyo Olympics, the Concours has been delayed a year due to the pandemic, and the "Del Monte Trophy Race Group," which features cars that competed in the Pebble Beach Road Races and others from the same era, will have special exhibits in Pebble Beach and at the racetrack.

"For just \$15, you, too, could compete in the Pebble Beach Road Races; Jaguars, MGs, Allards and Ferraris confronted the California V8 and straight-6

See RACES page 55Cd'E



PHOTOS/(TOP)JULIAN P. GRAHAM, P.B. CO. LAGORIO ARCHIVES, (ABOVE) PINE CONE FILE

(Top) Hastings Harcourt, scion and editor of Harcourt publishing, raced his 1949 Baldwin Mercury Special during the 1952 Pebble Beach Road Races. That car will be driven at Laguna Seca on Saturday, as will the 1953 Tatum GMC Special (above), pictured here at the Golden Gate Park Road Races with Chuck Manning in the driver's seat.

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## C O N C O U R S W E E K

**BEST***From page 6Cd'E*

when analyzing show cars.

“We encourage our judges to be not only knowledgeable about the class of cars they’re judging, but to step back and look at the whole car,” he said. “I think sometimes judges get overwhelmed by minutiae and forget to look at the whole piece.”

Of course, they’ve done a lot of research before the show, reading up on the entries and looking through photos, and scrutinizing their documentation, “but the first time we see those cars in the flesh is on Tour day,” when part of the field takes the Concours Tour d’Elegance drive from Pebble Beach and down the coast. “Here’s this car you’ve been hearing about, and all of a sudden, here it is in front of you,” Bock said. Being able to observe the owners and restorers is enlightening, too.

**No trailer queens**

Tryon and Heumann created the Tour in 1998 not only because it would be fun for owners and spectators — especially those who might not be able to make it to the Concours on Sunday — but “to dispel the notion that Pebble Beach cars were ‘trailer queens’ that were never actually used,” Bock said. “To make these cars drive 70 miles three days before the show has probably made for some sleepless nights for the restorers.”

Tour participation is also a tiebreaker when it comes to bestowing class awards.

After the class judges have made their selections, the honorary judges “then approach the field with an eye to elegance,” according to the Concours, and are in charge of selecting winners of the “Most Elegant” awards, as well as special honors like the Ansel Adams Award for the “most desirable touring car of its era,” the Art Center College of Design Award for best use of technology, and the Dean Batchelor Trophy for “the most significant car related to our hot rod heritage.”

To be considered for Best of Show, a vehicle must first win its class. Bock, P.B. Concours chairman Sandra Button, Chief Honorary Judge Stephen Brauer, each chief class judge, honorary judge team leaders and select class judges vote for their favorites. The top few are identified as nominees, and the car that receives the most votes wins Best of Show.

“Best of Show cars are selected from the winners of the 20-odd classes that go into the winner’s circle,” Bock said.

**Best highlights**

During his decades at the Concours, Bock has seen a lot of Best of Show winners drive across the ramp, but he mentioned a couple that stand out — and that will be part of the special exhibition this year.

Jon Shirley’s 1954 Ferrari 375 MM Scaglietti Coupe that won in 2014 spoke not just to those who favor sleeker, more modern designs, but to judges who pre-

fer older prewar cars, he observed. “That particular Ferrari made it very easy for people who have a prewar mindset, because the proportions of that car were similar to what you would see in the 1930s,” he said, in terms of the scale of the car’s hood, trunk and cabin.

“That was kind of fun to see,” he said. “I’m pleased to see that car is back.”

Butch Dennison of Dennison International in Washington state restored the car — twice. According to the Concours’ historian, Shirley had first restored and shown the car in 1998, when it won its class, but “research subsequently turned up several small details that were previously not known,” so he had it restored again, after which it won the top award. Shirley has since sold the car, but the new owner is bringing it to Pebble Beach this year, according to Bock.

Another of his favorites set to be on the grass is the 1933 Duesenberg “Twenty Grand” that was built and displayed at the Century of Progress in Chicago in 1933, and won Best of Show at the Concours in 1980. “It’s a sports sedan and arguably the most famous Duesenberg in the world,” he said. “And that car is stunning.”



PHOTO/COURTESY PEBBLE BEACH CONCOURS D'ELEGANCE

This 1965 Ferrari 375 MM Scaglietti Coupe, shown during the Tour d’Elegance, took Best of Show honors at the 2014 Concours d’Elegance.

Past Best of Show winners are not eligible for the same honor this year, “because we don’t recycle,” he said. “But that car is going to get a lot of attention.”

**Preservation class**

Bock wasn’t willing to predict which car might fetch that honor on Sunday, though. “It’s a wide open field this year,” he said. “There are wonderful cars from all eras.”

And someday, he said, a car from the preservation class might win the title.

“The preservation movement has really been important for the hobby and the collector car movement,” he said, because preserving a vintage car, rather than restoring it, better reveals how it was created in the first place.

Bock is particularly fond of Packards and said one will be shown in the preservation class “that I had heard about for years, but no one had seen.”

“It was finally bought by one of our regular entrants, and he sorted it out mechanically and just cleaned the car and made it usable and presentable,” he said.

And he’s pleased such cars “keep turning up,” just when it appears there won’t be anymore “barn finds” or other surprises in the collector-car world.

“You think there are no more cars lurking away somewhere,” he said. “And every year, something turns up.”



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## CONCOURS WEEK

## Quick guide to Concours terminology

PINE CONE STAFF REPORT

AS WITH any specialized hobby, auto collecting has its own vocabulary. While the rest of us may glibly throw around terms like classic and vintage as if they're interchangeable, when it comes to entering a vehicle in the most prestigious of all shows, they have specific meanings.

Collectors and, unsurprisingly, insurance companies, can quibble endlessly about what to call a vehicle of a certain age, but here is a short list of terms as they're used by the Pebble Beach Concours d'Elegance, according to spokesperson Kandace Hawkinson.

**Antique** — Used to refer to very early cars, “those created before 1915.”

**Brass Era** — Roughly before 1915, but usually used for cars with a lot of brass fittings, which were popular at that time.

**Classic** — Per Hawkinson, this descriptor is “limited to cars from the Classic Era between the two World Wars, and additionally those cars must be certified as ‘classics’ by the Classic Car Club of America.

So, they often were produced in limited production runs and had special chas-

sis or coachwork.”

**Veteran** — “Less defined, but most often used in tandem with the oldest ongoing car event in the world: the London to Brighton Veteran Car Run, and cars participating must be built by 1904 or earlier,” Hawkinson explained. She offered an amusing sidelight — “These Veteran cars were often run under early red flag rules in Britain, which said that cars could only be run if a person walked in front of them carrying a red flag.”

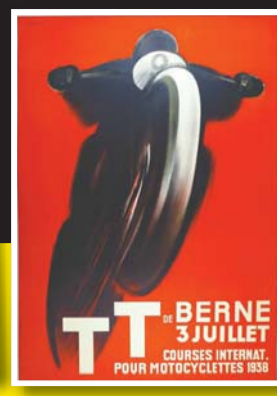
**Vintage** — For the Concours, this means, “Generally 1916-1924, and the term is sometimes used to cover a slightly broader range of early Bentleys and Rolls-Royce Motor cars.”

If you Google “difference between vintage, classic and antique cars,” you'll get many, markedly different results, and you might hear those terms used differently at other automotive events during Car Week and throughout the year.

Since owners of special old automobiles usually love to talk about their cars, your best bet is simply to ask them to elaborate when they use one of those terms.

And, apart from the Concours d'LeMons, no one is using any of them to describe your grandfather's Ford Taurus.

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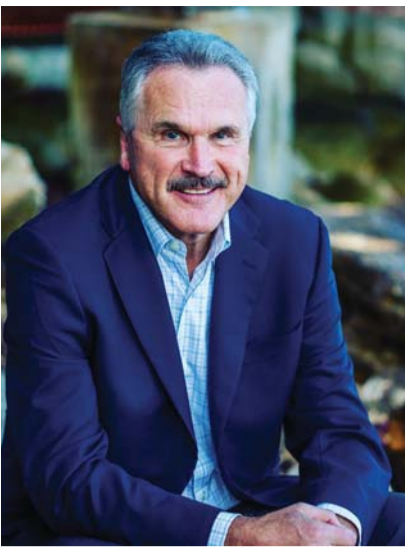
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## C O N C O U R S W E E K

## LEMONS

From page 8Cd'E

Contest Rulebook, "Bribing the judges is encouraged."

"People are very creative with their bribes," Galbraith said. "Some people write songs about their car and perform for the panel. Some will set up a full lunch and barbecue for the judges. Some offer adult beverages, and we caution our judges that it's fine to partake, but after the fourth or fifth bribe, they probably better start watching it."

While the arrival of the aforementioned "drivable dumpster" is greatly anticipated, the competition is expected to be tough. The organizers are eager to see a 1957 Aston Martin DB2 sports car (possibly worth \$500K when fully restored) that was purchased from a junkyard for \$10.

They'll welcome a Nissan that has been modified to look like a snail. And, of course, there will be surprises.

## Double-headed Honda

"We have Pintos, Pacers, Gremlins, kit cars, mini cars," Galbraith said. "We'll have some wacky stuff you're not going to see anywhere else. A couple of years back, we had a double-headed Honda, with a steering wheel at each end, so you could drive it in either direction and still be going forward."

Another blast from the past, he said, was a Voisin bi-scooter, a horrifically bad experiment from a much-revered French

car company.

"You'll see Voisins at Pebble Beach all week because they were very beautiful, with a commanding presence," Galbraith said. "This was a mini-car, built after the war — super cheap, super simple, phenomenally ugly and unbelievably dangerous. The gas tank was on top of the engine, so you were guaranteed to die in a fire if you crashed, and the steering-wheel shaft was this sharpened stick that pointed right at your throat."

A highlight of this year's show is expected to be a 1980 Cadillac Eldorado Biarritz with a diesel engine.

"General Motors diesel engines of the early '80s were absolutely abysmal — those cars today are stacked up like cordwood behind GM dealerships," Galbraith joked. "Somebody went way over the top with this one — added every possible option — then tied the millstone of the diesel engine around its neck. If it moves under its own power, I'll be absolutely astonished."

Trucks, vans, tractors, race cars, and motorcycles (competing for the "Sickest Sickle" award) have also taken part.

Some cars are street legal and road-worthy. Others have to be pushed onto the venue. A set-in-stone contest rule is that anyone who brings a car to Concours d'LeMons must also leave with one. "It doesn't have to be yours, but you have to take one with you," said Galbraith, who instituted the mandate after a few contestants abandoned their clunkers.

The crowd — always large and vi-

brant — typically includes a few celebrities who wander over from other Car Week events. Past sightings at Concours d'LeMons have included Jay Leno, Tim Allen and Nicolas Cage.

Since Concours d'LeMons was founded in Monterey County 12 years ago, Galbraith (who nowadays does car shows full-time) has launched similar

events in Michigan and Connecticut, and Australia, plus a "sister show" in England.

More information about the show can be found online at [concourselemons.com](http://concourselemons.com).

*Dennis Taylor is a freelance writer in Monterey County. Contact him at [scribelaureate@gmail.com](mailto:scribelaureate@gmail.com).*

## ELECTRICS

From page 12Cd'E

father ended up with 40 different electrical patents," Riker said. "But, by 1900, he realized the future of automobiles was not in electric power but in gasoline. He sold his company to the Columbia electric car company. Had there been electric charging stations on every corner of every block in New York City, electric cars would have flourished. Without them, batteries couldn't go the distance. Instead, gasoline stations popped up on every corner."

A.L. Riker ultimately went to work for Locomobile, a prestigious car company in Bridgeport, Conn., known for its steam-powered cars until 1902, when Riker came in as head of the engineering and design department and designed the company's first four-cylinder, gasoline-powered car. He drove the \$4,000 vehicle from Bridgeport to its new owner in New York City.

"Locomobile went out of business around 1922," said Richard Riker. "In

its time, it was called the Rolls Royce of America. Until it wasn't."

Richard Riker learned how to drive in a 1958 Chevrolet Bel Air. His first purchase was also a Chevy, a 1952 two-door hardtop. Before his mother ever bought his grandfather's 1896 and 1898 Rikers, before she promised the 1896 roadster to him, he took an interest in electric cars when he and his dad took a drive to the old family home in Fairfield, Conn. There, above the four-car garage, the pair pored through automobile records and photo albums his grandfather had stored, some of which they took home to peruse.

Soon after, the garage burned down, taking the rest of the Riker records with it. Richard Riker continues to research his grandfather's story, some of which remains untold.

"When I look at the different features on the car," he said, "my grandfather's fingerprints aren't on everything. He did a patent on the differential and on the rim brake, and those are on my car. So some things check off, and others don't. I still have some things on my list to check off."

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## C O N C O U R S W E E K

# Chamber offers Concours shuttles

THE CARMEL Chamber of Commerce will run shuttles to and from the Pebble Beach Concours d'Elegance Sunday, Aug. 15, from 8 a.m. to 6 p.m. The buses allow spectators to avoid having to deal with traffic and parking in Del Monte Forest and include unlimited rides.

Wristbands are \$35 each for unlimited rides from Ocean Avenue in front of

Carmel Plaza to Pebble Beach on three shuttles that run every 12 to 15 minutes. One-way rides are \$20. Passes can be purchased from the Carmel Visitor Center in the plaza before Concours Sunday or at the shuttle stop on the day of the show.

For more information, go to [carmel-chamber.org](http://carmel-chamber.org).

## ISO

From page 16Cd'E

of his father's company. Goodfellow met him in 1982, inside his mother's luxury apartment, which was more like a museum with silent servants lurking and tapestries hanging on the walls.

They became such good friends, the very next year, Piero Rivolta was in California.

"I got Piero to come out to the Pebble Beach Concours d'Elegance, Goodfellow said. "I also got to know his eldest child, Mirella. She was still in school at the time, and became like a sister to me. Born in Italy, she later graduated from college in Boulder, and returned to Italy but came out to visit me once or twice."

One summer, while Mirella was in town, Andrea Zagato — whose grandfather, Ugo Zagato founded the legendary carrozzeria (carriage building firm) Zagato in Milan in 1919 — was serving as an honorary judge at the Pebble Beach

Concours d'Elegance. Goodfellow thought to introduce the two, and the couple, who later married, credit him as their matchmaker.

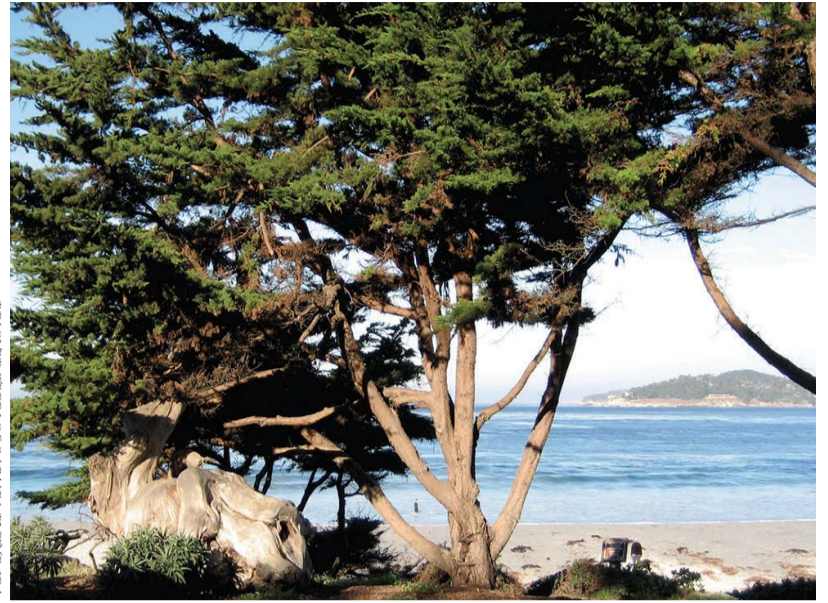
"Mirella Rivolta-Zagato is as thoroughly involved in Zagato as is her husband," said Goodfellow. "They are quite good together. He's the big-picture thinker, and she manages the company."

### Rock stars

As the 70th presentation of the Pebble Beach Concours d'Elegance approaches, Goodfellow is looking forward to seeing a handful of Isos on the show field, as well as some of the most important Lamborghini Countach models ever made.

"I'm more excited about this Concours than any in the last 10 or 12 years," he said. "I imagine it will be like the old days, when we truly celebrated the history of automobiles and our passion for them, along with the people behind them. Pick your favorite lead rock guitarist or baseball star. For me, they're just like that."

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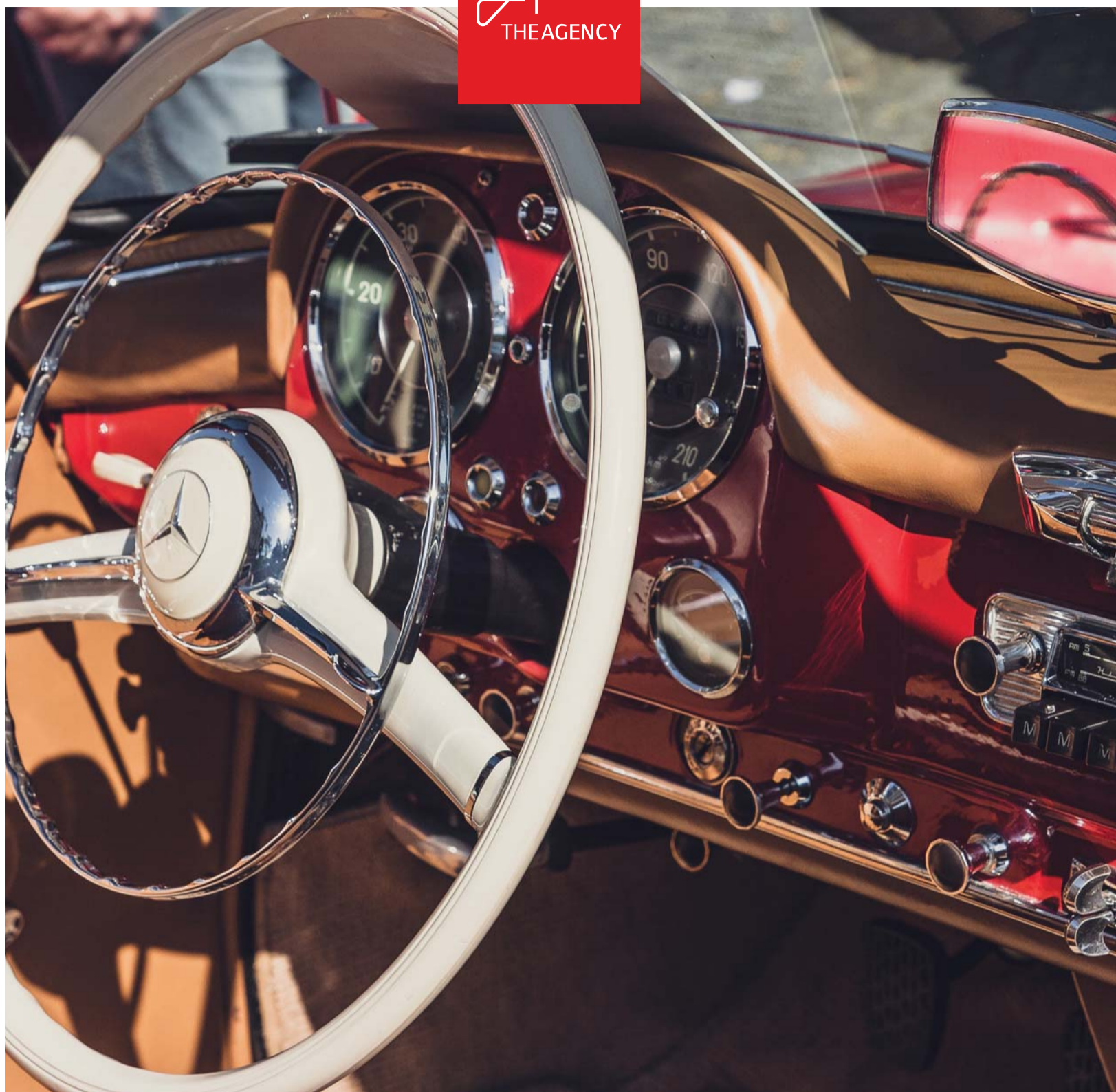


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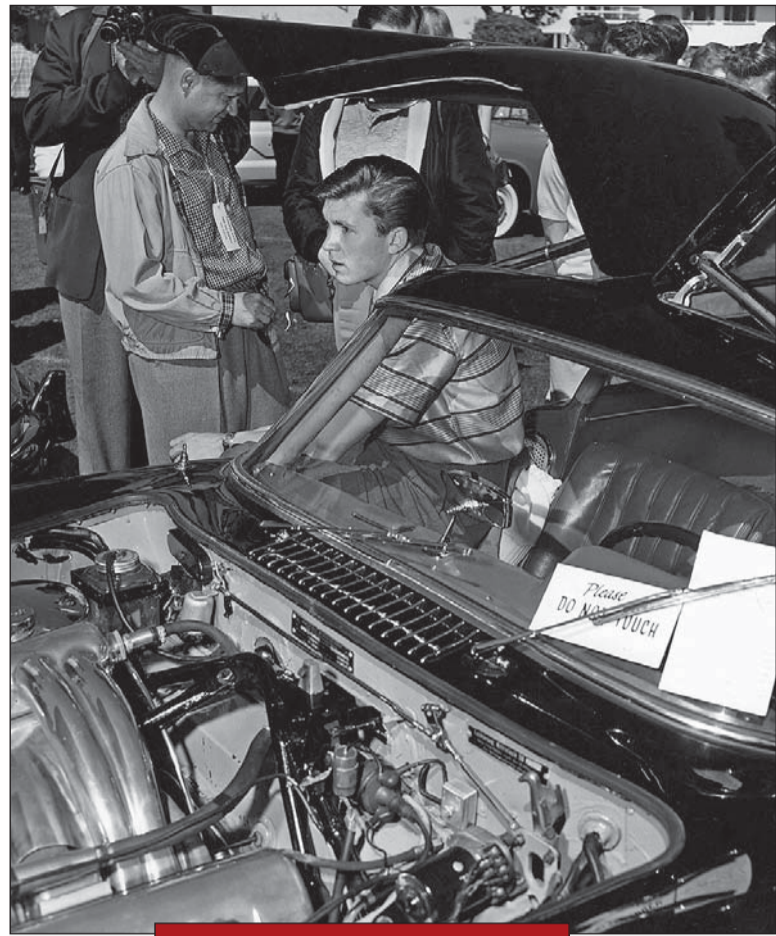
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# Concours WEEK



## SECTION 2

# Despite international acclaim, Concours has abiding local roots

By ELAINE HESSER

THE PEBBLE Beach Concours d'Elegance has seen many remarkable displays of automotive finery in its 70-year history. But for some people — including Chief Judge Chris Bock, and automotive historian and 35-year Concours judge Robert Devlin — the 1985 gathering of six Bugatti Royales on the putting green in front of the Lodge was a fiery comet in a field of brilliant stars.

Exemplifying what Concours does best — gathering great cars and great people — the enormous custom limousines were the only ones of their kind, and they'd never been in the same place at the same time, even at the factory. As Bock said, "The Concours has always featured the special cars."

It hasn't always been a competition among older cars, however, and it might not have come into existence at all, but for Alton Walker, a Pebble Beach resident and auto enthusiast who heard about the road races through Del Monte Forest that were planned for 1950. He suggested adding a European-style car show, or concours, and was named chairman of the first event.

### Gwenn Graham

Devlin said that Walker was the owner of Del Monte Aviation at Monterey Airport and rented cars to VIPs who flew into town. Walker's private collection, Devlin wrote in a recent article for the Concours' Insider magazine, was a by-product of the "antique, vintage and classic era automobiles" he acquired to make available to his customers. (He is also remembered as a co-founder of Carmel Presbyterian Church, along with his father-in-law, the Rev. Dr. Harry Clayton Rogers.)

Another key figure, Gwenn Graham, was handling publicity and public re-

lations for Pebble Beach in 1950. She's credited by Pebble Beach historian and Pine Cone columnist Neal Hotelling with organizing and promoting the Concours from its inception until her death in 1968. In a newsletter published in Pebble Beach in 2016, he wrote that Graham, "wife of photographer Julian Graham, worked with Walker on arrangements for the car show, and continued to oversee it for the rest of her life. From 1969 to 1971, the event bore her name as a tribute to her dedication."

### Passengers count

The Pine Cone's coverage of the first year's gathering was brief. On Nov. 3, 1950, it reported that "Numerous parties have been planned for the large group of San Franciscans planning to attend the Pebble Beach Sports Car Road Races this weekend."

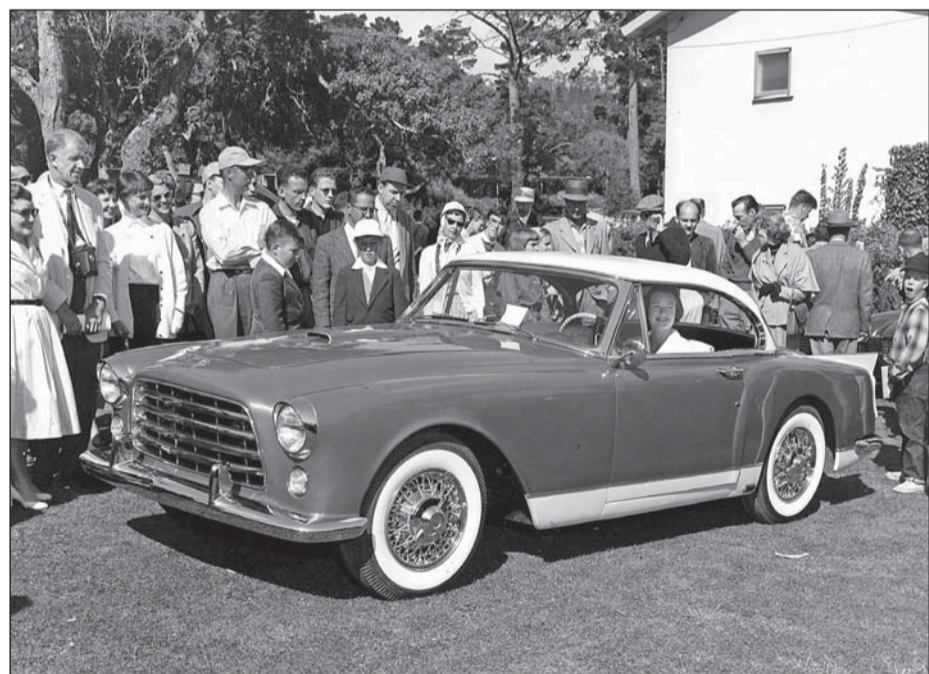
The next day, 30 cars (including five belonging to Walker) were exhibited at the first Concours d'Elegance. Sterling Edwards of San Francisco, chairman of the race committee, won with a new R-26 Special Sport Roadster, which he built.

The races and Concours were held again in May 1951, when 23 cars were shown. The scoring system was somewhat different from the one used today, however.

"Beauty of design, standard of maintenance and preservation of vehicles will be judged, and points awarded also on the beauty and costume of one female passenger allowed in each car," The Pine Cone said on May 18, 1951.

The winner was a '51 Jaguar Mark VII Saloon belonging to Mrs. Charles H. Hornburg Jr., whose husband's L.A. Jaguar dealership was the first in the United States. (No word on whether she was the female passenger during judging.)

By 1954, the races were major attractions, with an estimated 35,000 specta-



PHOTOS/JULIAN P. GRAHAM, WILLIAM C. BROOKS FROM: ROBERT T. DEVLIN COLLECTION

In 70 years, the Pebble Beach Concours d'Elegance has seen hundreds of beautiful cars like this 1937 Alfa Romeo (top left), shown in 1975. In 1956, Lance Reventlow — son of heiress Barbara Woolworth Hutton — placed second in his class with a Mercedes-Benz 300SL Gullwing (top). Concours founder Alton Walker won Best of Show in 1962 with his 1913 Rolls-Royce Silver Ghost (center), and (above) Pebble Beach Road Race founder Sterling Edwards won First in Class with his Edwards America Coupe in 1955. Edwards' wife Marion is behind the wheel.

tors. However, the crowd for the Concours held steady at 5,000, about the same size as in the first three years.

### Trending older

Devlin said that from 1951 to 1954, the car show was dominated by "just-off-the-boat British cars." In '55, however, renowned racer Phil Hill's winning pre-

World War II Pierce-Arrow marked the beginning of a trend toward older, classic autos. Devlin added that Hill also won the Del Monte Trophy Race in a Ferrari 750 Monza, becoming the only person ever to top both competitions. Hill later became a Concours judge with a nearly

See HISTORY page 45Cd'E

# You're in the right place if you like your chrome shiny and real

By MARY SCHLEY

AS THE United States and the rest of the world strive to survive the coronavirus pandemic, there may be no better place to get into the spirit of the new Roaring '20s than on the Monterey Peninsula during Car Week.

And, of course, the 10-day automotive celebration that kicked off last week, with its races, shows, rallies, sales, auctions, parties and other gatherings, looks very different this year.

Some events are canceled — among them the Pacific Grove auction and Exotics on Broadway — and others have changed locations or scaled down to accommodate health and safety measures, not to mention budgets.

Rest assured, however, there remains something for

everyone. Since 1950, automobile racing and showing have been part of the Peninsula's impressive cultural landscape, starting with a single-day road race through the forest of Pebble Beach accompanied by a just-among-friends accompanying show of the latest and greatest cars at the nearby Lodge. Not long after its inception, the Pebble Beach Concours d'Elegance switched to a judged contest of collector cars and has since spawned similar events all over the world — though none match its beauty and importance. In the late 1950s, Laguna Seca was built to accommodate the racing that had begun on the roads of Pebble Beach.

And since those early years, so many associated events have blossomed that Car Week now spans more than 10 days and stretches from Seaside to Carmel Valley to Big Sur.

Last year deprived us of the chance to honor the 70th anniversary of the events that started it all, but that's not stopping organizers from doing so this year, instead.

As the offerings have grown, so has The Pine Cone's coverage, with its must-read special sections two weeks in a row that anyone who cares about fine automobiles should rush to pick up. A highlight of those editions is our comprehensive calendar of Car Week's amazing and numerous events.

Take your time to examine this detailed look at everything the Monterey Peninsula has to offer as it transforms into a car-lover's paradise.

Car Week is well underway, and Friday marks the

See **EVENTS** page 36Cd'E



PHOTOS/COURTESY GOODING & CO., RUSSO AND STEELE

The beloved collection that belonged to the late Rush drummer Neal Peart, pictured here with his first major purchase — a 1964 Aston Martin DB5 — will be auctioned by Gooding & Co. in Pebble Beach. In Monterey, Russo and Steele brings back its lively "auctions in the round."

Now is the  
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to rev up responsibly

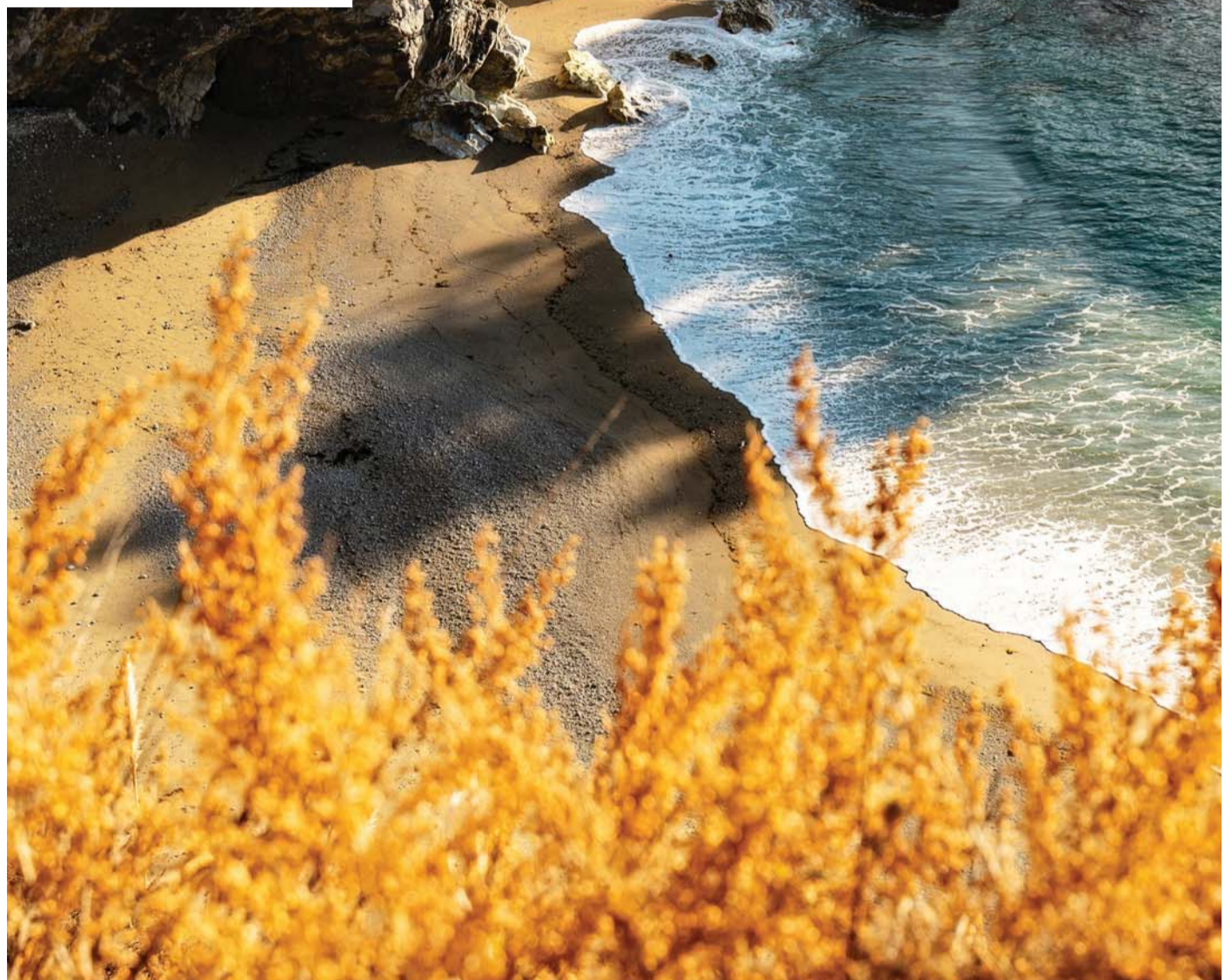
Car Week is back with the energy of racing engines, classic cars, and automotive revelry. In all of the excitement, please remember to follow health and safety guidelines and leave no trace while enjoying this world-famous car extravaganza.

Find event calendars and information at  
[SeeMonterey.com/CarWeek](http://SeeMonterey.com/CarWeek)

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## EVENTS

From page 30Cd'E

widening of the crescendo of events, with eclectic sales of old cars, new cars, rare cars, motorcycles, memorabilia, and everything else; rallies and tours; seminars and discussions; a decadent day of wining and dining among notable racing and collector cars; an homage to all things Italian, and even a display of vehicular unmentionables. Pick and choose to plan the ideal lineup of car events for any level of enthusiasm and budget.

### ■ Pebble Beach RetroAuto Concours Village

Friday - Saturday, Aug. 13-14, 9 a.m. to 6 p.m., Concours Sunday, 8 a.m. to 6 p.m.

Held in conjunction with the Pebble Beach Concours d'Elegance, RetroAuto is an enthusiast shopper's must-visit, featuring rare collectibles and memorabilia from automotive history and accessories to enhance the driving experience.

"Pebble Beach RetroAuto has long been the destination for the true automotive enthusiast; it features an elegant

and thoughtfully curated collection of exhibitors offering rare collectibles and memorabilia from our automotive past, as well as the latest luxury goods and technological tools to enhance today's driving experience," according to organizers.

Exhibitors will offer historic automobilia, parts, original poster art, books and literature, fine art, photography and posters, and luxury items.

Sellers were subjected to review by a jury for "quality, automotive relevance, category balance and overall value within the RetroAuto marketplace." Attendance is free. Details are at [pebblebeachconcours.net](http://pebblebeachconcours.net).

### ■ Pebble Beach Classic Car Forum Concours Village

Thursday through Saturday, Aug. 13-14, times vary

The Pebble Beach Classic Car Forum has been scaled down this year but still offers several sessions that promise to be informative and educational, with fans getting the rare opportunity to hear from automotive luminaries as they discuss everything, from collecting and racing, to history.

Concours chairman Sandra Button has said the forum "brings to the fore some of the people who have created, or made history with, or spent a lifetime caring for these cars," and that organizers hope it "is a place where we can come together as a community, tackle some

tough questions facing the car world and draw knowledge from experts — all while encouraging new automotive enthusiasts."

This year's lineup includes a Friday afternoon session on "Women Who Love Their Cars," and four on Saturday about the historic endurance-race-winning Porsche 917, "Pebble Beach in 2050," "Breakthrough Collecting: New Perspectives for Success," and "MTG Streaming What Drives You."

All the forums are free except the session on female drivers, which costs \$50.

Reservations are required. Details on speakers and times can be found at [pebblebeachconcours.net](http://pebblebeachconcours.net).

### ■ Russo and Steele Monterey 290 Figueroa St., Monterey

Friday, Aug. 13, 6 p.m. (Public preview Aug. 13, 9 a.m. to 3 p.m.)

Russo and Steele is back with a "a collection of the highest quality, most luxurious and collectible European sports, American muscle, hot rods and custom automobiles suitable to satisfy any automotive desires," according to the organizers, and its uniquely casual and lively sale features "auctions in the round," wherein the buyers are on the floor with the automobiles, and everything happens on a sunken stage surrounded by 360-degree seating.

"We couldn't be more excited to return to live auction action, with our jam-

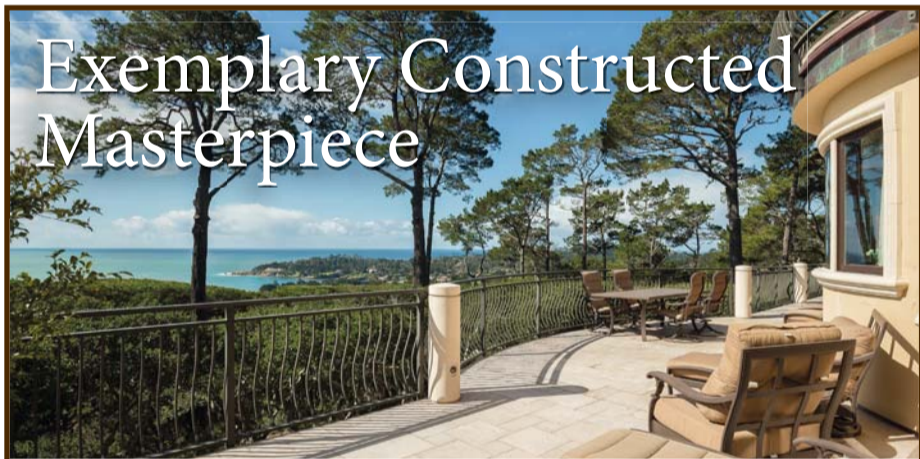
See **SHOWS** next page



PHOTO/MARY SCHLEY

The Pebble Beach RetroAuto is the place to peruse automobile memorabilia, including tools, signage, clothing, hood ornaments and even gas pumps.

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# C O N C O U R S W E E K

## SHOWS

*From previous page*

packed annual event in Monterey,” said Drew Alcazar, auction president and CEO. “Not only does this represent a real and safe return to the collector car lifestyle that we all love so much, but the incredible selection of collectible automobiles we are unveiling this year is sure to dazzle every type of auto enthusiast.”

Alcazar also recently announced a new partnership with USA Today Network Ventures that will debut at the Monterey auction. Over the course of two evenings, the sale will see more than 300 automobiles cross the block “in its highly interactive, visceral ground-level auction arena that provides cars with no separation from the buyers.” Whether you’re looking for a classic Mercedes-Benz gullwing or a Ford racecar, you’ll find it at Russo and Steele. Vehicles will be offered with and without reserve. General admission is \$30 per day. Visit [russoandsteele.com/monterey](http://russoandsteele.com/monterey).

### ■ Mecum Monterey Auction Hyatt Regency Hotel & Spa, 1 Old Golf Course Road, Monterey

**Friday - Saturday, Aug. 13-14**

*(Gates open at 8 a.m., auctions at 9 a.m. Aug. 13-14)*

Nobody sells more cars at auction than Mecum, according to organizers, and since 2011, Mecum has been ranked No. 1 in the world with number of collector cars offered at auction, No. 1 in the world with number of collector cars sold at auction, No. 1 in the United States with number of auction venues, and No. 1 in the United States in total dollar volume of sales.

“The Daytime Auction” is open to buyers, sellers and spectators, featuring its always eclectic collection of 600 vehicles of all makes, models and eras. The auction includes motorcycles and tractors, as well as engines and



PHOTOS/(LEFT) PINE CONE FILE, (RIGHT) MICHAEL TROUTMAN, DMT IMAGING

The Pacific Grove Auto Rally (left) is a good place to spot vintage cars juxtaposed with classic Victorians. And if you perch yourself above Turn 6 at Laguna Seca, you’ll have a perfect view of some of the historic racing action.

“road art,” like sculptures, posters, and even coin-operated kiddie rides, an ejection seat and a Bob’s Big Boy.

Featured lots are a 2004 Ford Shelby Cobra concept car, a 2014 Ferrari LaFerrari with 131 miles on the odometer, and a 1965 Shelby GT350R Fastback, “the winningest Shelby ever.”

The auction is broadcast on NBCSN. General admission is available for \$20 per day in advance or \$30 at the gate, and children 12 and younger get in free. See [mecum.com](http://mecum.com).

### ■ Monterey Motorsports Reunion WeatherTech Raceway Laguna Seca, Highway 68, Monterey

**Thursday - Sunday, Aug. 12-15**

Vintage racing at the storied Laguna Seca track has been a significant aspect of Car Week since 1974, and this year’s Rolex Monterey Motorsports Reunion cele-

*See DISPLAYS next page*

Susan’s promises were clear and compelling... communication, advertising, and negotiation. The presentation and content of the marketing was stunning resulting in multiple offers and a full price sale. Susan Clark is the very essence of a great real estate agent whom I highly recommend.

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## DISPLAYS

From previous page

brates Ford's prowess in Trans-Am Pony Car Wars."

In honor of the featured theme, George Follmer and Parnelli Jones, "two of the most competitive drivers during the formative years of the Trans-Am series," are serving as Grand Marshals during the weekend.

On Aug. 14, they'll be honored guests, speaking at Q&A sessions with fans during the Picnic in the Paddock and taking a few laps around the track.

The four-day event features a whole lot of racing, with both A and B groups practicing Thursday and qualifying Friday, and then dividing up their racing between Saturday and Sunday.

Classes in the A groups are 1955-1961 Sports Racing under and over 2,000 cc, 1963-1966 GT over 2,500 cc, 1973-1981 FIA, IMSA, GT, GTX, AAGT and

GTU, 1947-1955 Sports Racing and GT, 1966-1985 Formula 1, 1966-1972 Trans-Am, 1963-1978 Indy Car and 1981-1999 IMSA GTP/GTO, Trans-Am, Group C. The A groups race on Saturday.

B groups, which race on Sunday, are 1955-1964 GT, 1961-1966 GT Cars under 2,500 cc, 1920-1951 Racing Cars, Ragtime Racers, FIA Manufacturers Championship, and Masters Endurance Legends.

At the end of the day on Sunday, an awards ceremony is held on the paddock stage, and this year, Bonhams auction house will be bestowing a special award.

Each of the more than 450 cars — about 100 fewer than in 2019, an intentional reduction by organizers to provide more space and a better experience in the paddock — was cleared for entry by a governing committee that considered it based on its authenticity, race provenance and the historical accuracy of its mechanical preparation and livery.

The race weekend also promises off-track activities

and fun, including gokarts, displays, and plenty to eat, drink and purchase. Single-day tickets run \$80 for Friday, \$120 for Saturday and \$80 for Sunday, with two-day and three-day packages available at a discount.

For full ticket information and schedule, visit [weatherchaceway.com](http://weatherchaceway.com) or call (831) 242-8200.

### ■ Bonhams Quail Lodge Auction Quail Lodge, Carmel Valley

Friday, Aug. 13, at 11 a.m. (Public preview Aug. 13, 8:30 to 11 a.m.)

Bonhams takes pride in the fact it hosts a compelling car auction alongside one of the most sought-after events during Concoors Week, The Quail — A Motorsports Gathering. For more than two decades, Bonhams has held an auction at Quail Lodge. The auction takes

See **MARQUES** next page



PHOTOS/(LEFT) DARIN SCHNABEL, (ABOVE) KERRY BELSER

(Left) The RM Sotheby's auction at Monterey's Portola Plaza Hotel packs the classic beauties into the circular driveway in front of the hotel and the Monterey Conference Center. At The Quail in Carmel Valley (right), the cars are beautiful and so are the people.



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## C O N C O U R S W E E K

## MARQUES

From previous page

place on an expansive open space at the west end of the lodge property, allowing buyers, sellers, spectators and others to enjoy the Carmel Valley sunshine as well as the sale, which takes place inside a large tent.

The headliner this year is the car that offered fierce competition to Porsche and Ferrari in endurance racing, including the fabled 24-hour race in Le Mans, in the late 1960s — the iconic 1967 Ford GT40MK IV — which is expected to fetch as much as \$3.5 million.

Other notable lots include a 1964 AC Cobra 289, a fully restored 1928 Bentley 4.5-liter Le Mans-style Tourer, a beloved 1955 Mercedes 300SL Gullwing that could go for \$1.5 million — and Tom Hanks' 33-foot 1992 Airstream travel trailer. Hanks used the Airstream, along with the special 2010 Ford F-450 Super Duty truck he bought to tow it, when he was filming on location over the course of 30 years. He decided to sell it, according to Bonhams, because movie production moves much more quickly these days (and filming on location is less and less common).

During the auction, bids will be accepted from clients in the room (respect-

ing social distancing and all required Covid-related guidelines), and the sale will also be streamed and available on the Bonhams app and Bonhams.com, providing registered bidders the opportunity to bid in real time online while watching the auctioneer and videos of cars on offer. Absentee and telephone bids are also encouraged. Contact [motors.us@bonhams.com](mailto:motors.us@bonhams.com) and visit [bonhams.com](http://bonhams.com) for more information.

■ **RM Sotheby's Monterey auction**  
**Monterey Conference Center**  
*Friday and Saturday, Aug. 13-14, 5:30 p.m. (Public previews 10 a.m. to 4 p.m. Aug. 13-14)*

The world's largest collector-car auction house and an institution during the Peninsula's Concours Week for more than three decades, RM Sotheby's expanded its auction to three days — with the Thursday's dedicated entirely to the Paul Andrews Estate Collection — and will put hundreds of high-caliber motor cars on the block.

The weekend's headliner is the stunning Gulf-liveried 1970 Porsche 917K that was raced in the 24 Hours of Le Mans that year by David Hobbs and Mike Hailwood, and was made famous in Steve McQueen's 1971 film, "Le Mans." After being fully restored, it was owned and raced for two decades. At auction, the 917 is expected to go for as much as \$18.5 million.

"Simply put, the energy of this year's

RM Sotheby's Monterey auction is unmatched and not to be missed," organizers said.

During its history in Monterey, RM Sotheby's has facilitated the sale of hundreds of cars that exceeded the million-dollar mark and consistently shatters sales records. In 2017, the auction house celebrated one of its most successful sales to date, taking in \$132,993,810 as 88 percent of its lots changed hands, including 32 transactions greater than \$1 million apiece. And the following year, "the world's most important, desirable and legendary motor car," the 1962 Ferrari 250 GTO by Scaglietti, sold for \$44 million.

Previews are open to the general public for \$40 per person, which can be paid on site, while the auctions are for registered bidders, consignors and media only. The Monterey Conference Center is located at the foot of Alvarado Street.

Find details at [rmsothebys.com](http://rmsothebys.com).

■ **The Quail, A Motorsports Gathering**  
**Quail Lodge and Resort, Carmel Valley**  
*Friday, Aug. 13, 10 a.m. to 4 p.m.*

For nearly two decades, "The Q" has continued to enjoy significant recognition and success — which were confirmed by its inclusion as a finalist in the Motoring Event of the Year category for the 2014 International Historic Motor-

See CLASSIC next page



This 1930 Morgan 3-Wheeler Aero Super Sports with a 41 horsepower engine is one of the alluring items to be sold at the Aug. 13 Bonham's Quail Lodge Auction.



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## CLASSIC

From previous page

ing Awards. The Quail seeks to offer “an unparalleled and exclusive experience for motorsports enthusiasts and collectors from around the world,” and everyone involved works hard to achieve that mission.

Each year, it's considered one of the week's most exclusive and highly regarded automotive events, as it celebrates more than 150 of the most important cars in history, while offering fine food, great wine and signature cocktails to match. And each year, it sells out, leaving many to search for tickets on eBay and StubHub.

The Quail's traditional classes are Post-War Sports, Post-War Racing, Supercars, The Great Ferraris, Custom Coachwork, and Sports and Racing Motorcycles, while the featured classes for this year include Cars of Curiosity, the 50th Anniversary of the Alfa Romeo Montreal and 50 years of the Citroën SM.

Event founder and curator Gordon McCall said of the Cars of Curiosity class “the best way to describe them is that even when they were new, the people who bought them knew they were unusual cars,” while it took years for the Alfa Montreal to be truly appreciated, and the Citroën SM designs “are wild.”

“We really like to have cars that people don't expect to see,” he said.

The day also includes special appearances of automotive luminaries engaging

in fireside chats, and debuts and unveilings by several high-level manufacturers, including Bentley and Pagani. Proceeds benefit local and national charities serving children and families.

This year, attendance has been reduced to 5,000 people to allow for more space in light of the pandemic and necessary health and safety measures.

Visit peninsula.com and click on “Signature Events” for information and to join the email list for tickets.

### ■ Werks Reunion Bayonet Golf Course, Seaside Friday, Aug. 13, 7 a.m. to 4 p.m.

Fans of Porsches and Italian cars might as well set up camp somewhere at the Bayonet Golf Course in Seaside, the home of the Werks Reunion this year, since Concorso Italiano will roll into its usual venue there the next day. Held for the past few years at the exclusive Corral de Tierra Country Club off of Highway 68, the Werks Reunion found a new home at the Seaside golf course, with organizers of both events announcing the change and collaboration in late June. Created by the Porsche Club of America, the Werks Reunion welcomes all Porsche clubs, owners and enthusiasts to participate, and spectators to check out the machinery for free. PCA membership is not required.

“Expect to view a breathtaking array of Porsches ... from rare classics, to current models, and everything in between,” organizers say.



PHOTO/PINE CONE FILE

Formerly held at the Club at Pasadera, Legends of the Autobahn showcases the finest of Audi, Mercedes Benz and BMW. After being scheduled for Carmel Valley this year, the Saturday event had to make a last-minute switch to the Monterey Fairgrounds.

Enthusiasts can display their own cars in model-specific Porsche corrals or enter the judged field to compete in more than 20 prize categories.

The event was created to celebrate Porsches and the camaraderie of their owners, and is therefore “not a contest of who has removed dust from the deepest crevices in their Porsches, but rather a judged show that rewards a Porsche that has been lovingly maintained and presents itself well on the field.” Judges don't use score sheets, instead ranking the cars according to certain criteria they discuss before setting out on their task. “This is

a casual gathering of Porsche enthusiasts focused on having fun rather than solely competition.” Judging will take place midday, with awards presented between 2 and 3 p.m.

Gates open at 7 a.m., breakfast and lunch items are available, and the bars are open from 10 a.m. to 4 p.m. While the show is free, parking costs \$40, cash only. Bayonet is located at 1 McClure Way in Seaside.

Visit [werksreunion.com](http://werksreunion.com).

See VINTAGE page 44Cd'E



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## VINTAGE

From page 40Cd'E

### ■ Pacific Grove Rotary Concours Auto Rally Lighthouse Avenue, Pacific Grove Friday, Aug. 13, noon staging, 5 p.m. tour

Celebrating its 27th anniversary this year, the Pacific Grove Rotary Concours Auto Rally was started to raise money for community charities while presenting a more relaxed and less pricey alternative to the Pebble Beach Concours d'Elegance.

This year, the rally returns to downtown Pacific Grove after hosting last year's only organized car event — a socially distanced drive through the hills of Monterey County — and the featured marque is the Chevy Camaro.

The rally is geared for people who own and drive their classic and vintage cars, and allows drivers to show them off along Lighthouse Avenue. It draws more than 200 participants and thousands of spectators. In typical years, a barbecue is held after the rally, but this year, awards will be given before the cruise begins at 5 p.m. Rally participants are encouraged to explore downtown's restaurants and shops after their return to P.G.

"We are excited to welcome locals and visitors back to our traditional setting for this popular fundraising activity that supports numerous non-profits in Pacific Grove," said Jan Stewart, president of the Rotary Club of Pacific Grove. "Bring your friends, families and pets to enjoy a stroll and a meal in our quaint downtown while taking part in this fun annual event."

Proceeds from the event have supported Rotary Club of Pacific Grove projects and local youth programs, including the Pacific Grove Youth Center and high school driver training scholarships.

For more information, call (831) 372-3861 or visit [pgautorally.org](http://pgautorally.org).

### ■ Pebble Beach Auctions presented by Gooding & Company

Pebble Beach Parc du Concours,  
Stevenson and Portola  
Friday, Aug. 13, at 5 p.m., and Satur-  
day, Aug. 14, at 11 a.m. (Previews 9  
a.m. to 6 p.m. Aug. 13 and 9 a.m. to 5  
p.m. Aug. 14)

The official auction house of the world-renowned Pebble Beach Concours d'Elegance for 17 years, and the only sale held within the gates of Del Monte Forest, Gooding & Company broke 23 world records during its 2018 auction,

selling more than \$116 million worth of cars, including 25 exceeding the \$1 million mark. The most valuable pre-war car in auction history, a 1935 Duesenberg SSJ, sold for \$22 million.

This year, the auction house has lined up an impressive group of automobiles, including a group that belonged to the late Neil Peart, drummer for the rock band, Rush. He had grown up dreaming of collecting classic cars and acquired his first, a 1964 Aston Martin DB5, in 2009. Seven of his special vehicles are now set for auction by Gooding, including the DB5, a 1964 Shelby Cobra 289 and a 1970 Lamborghini Miura P400 S.

Indy cars from the 1930s, plenty of notable and storied Porsches and Ferraris, and a 1966 Ford GT40 that could go for \$9 million are set to cross the block along with hundreds of other vehicles in all sorts of makes, models and genres.

The auctions take place in a pavilion at the equestrian center located at the corner of Stevenson Drive and Portola Road. Catalogs are \$100, which includes admission for two to the viewing and the auctions, while general admission is \$40 per person for the viewing and auctions. Bidder registration is \$200. See [goodingco.com](http://goodingco.com) for details.

### ■ Legends of the Autobahn Monterey Fairgrounds Saturday, Aug. 14, 10 a.m. to 3 p.m.

Formerly held at the Club at Pasadera on the Friday of Car Week, the Legends of the Autobahn, hosted by the BMW, Audi and Mercedes clubs of America, has a new location this year. Organizers had hoped to hold it in Carmel Valley Village but faced so much opposition from that community that they changed venues

See RESTORED page 52Cd'E



Supercars like this Lamborghini Superleggera are a common sight at the Concorso Italiano, which takes place Saturday at the Bayonet Golf Course, Seaside

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# C O N C O U R S W E E K

## HISTORY

From page 29Cd'E

40-year tenure.

The 1956 races were marred by driver Ernie McAfee's fatal collision with a tree at 75 mph. The accident led to the remarkably rapid construction of Laguna Seca Raceway, where the races were relocated for spectators' and drivers' safety in November 1957. The Concours had already been moved to Saturday, with the races on Sunday, and now also stood alone geographically as a separate event.

In 1962, Walker won with his 1913 Rolls-Royce Silver Ghost, in which the Prince of Wales toured the United States in 1919. The prince would become King Edward VIII, who abdicated his throne to marry American divorcée Wallis Simpson.

Bock's first Concours experience as a spectator came the following year, when the cars were shown at the equestrian center because of wet weather. Bock said that he was 18 and living in Berkeley, and had been into cars for as long as he could remember.

"My first car was a Packard, and I got interested in Packard clubs in the early 1960s. I've enjoyed it ever since," he said.

### Growing pains

The Concours grew to include 14 divisions with 25 judges and more than 100 restored classic and vintage cars by 1968. After Graham's unexpected death that year, however, it began to lose some of its luster.

Organizers renamed it the Gwenn Graham Concours in her honor for three years, starting in 1969, but ironically, according to Devlin, it went into a decline

through 1971. Reporter Ray March even claimed in a 1987 retrospective, that the Concours' size (the number of entries had dropped by one-third) and quality in the early 1970s were not what they once were, and attendance was falling.

### 'Direct its future'

Enter Jules Heumann (known as J) and Lorin Tryon. In March's account, which included interviews with both men, they were at the 1971 Silverado Concours d'Elegance in Orange County, discussing the Pebble Beach event and what could be done, "to revive it, to return it to its former glory and direct its future."

Unbeknownst to them, Pebble Beach resident Charles Chayne was eavesdropping from the other side of a nearby hedge. Chayne, a retired engineer and executive for General Motors, was a devoted auto aficionado and collector. He also served as a judge, and as honorary chairman of the event from 1973 until his

death in 1978.

Chayne interrupted the men's conversation to ask if they were serious about making changes. He offered to support their efforts — provided they could do everything in time for the 1972 show. Concours spokesperson Kandace Hawkinson told The Pine Cone in a 2015 interview, "Chayne convinced the executives at Pebble Beach to let Lorin Tryon and Jules Heumann make an attempt to turn the Concours around," and Chayne joined the event's executive board to help ensure its success.

Heumann, a retired furniture designer, and Tryon, a San Francisco wool broker and car collector, who was also president of the famous Blackhawk classic automobile museum in Danville, succeeded. They changed the judging system, and moved the date to a Sunday in August to ensure good weather — and in the hopes that

See MEMORIES page 48Cd'E



PHOTOS/JULIAN P. GRAHAM, WILLIAM C. BROOKS FROM: ROBERT T. DEVLIN COLLECTION

(Left) Alma Hill, wife of racecar driver Phil Hill, holds the 1979 Pebble Beach Cup Trophy aloft for Hill, who was at the wheel of his 1929 Bentley Vanden Plas. (Right) Phil Hill celebrating his first win at the 1950 Pebble Beach Road Races.

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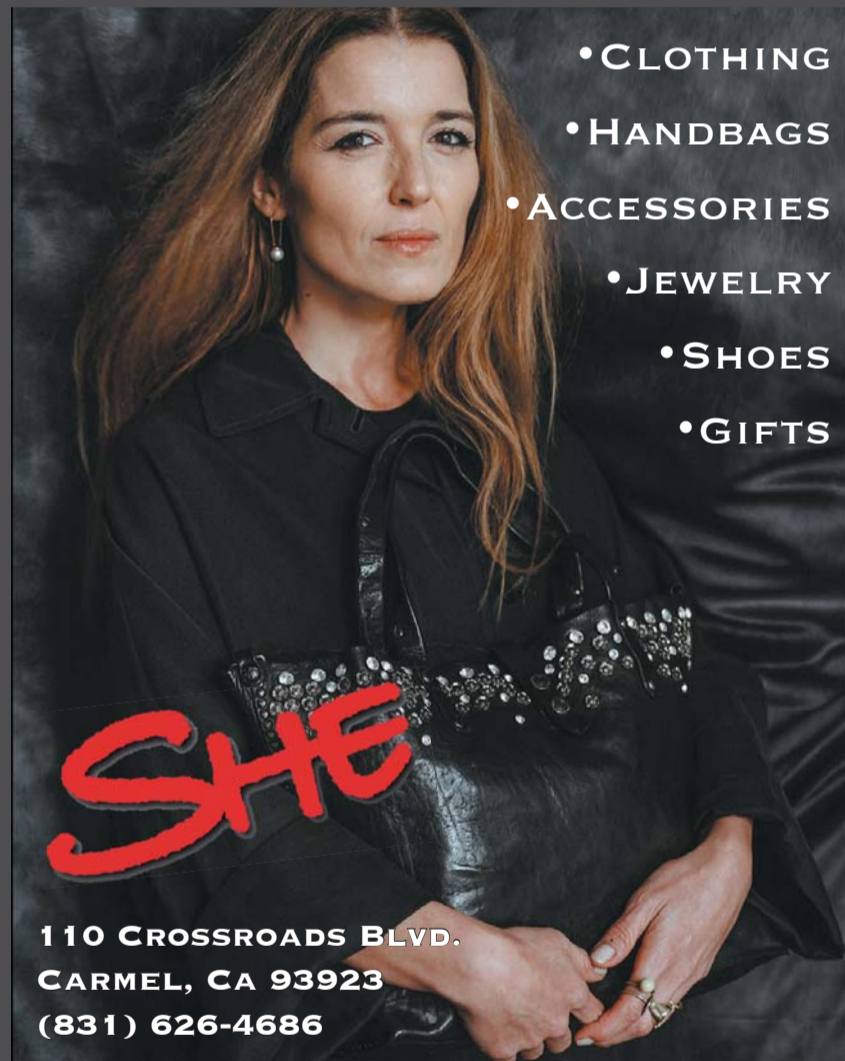
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# MEMORIES

From page 45Cd'E

the Concours would become the culmination of a big weekend of car-related events.

When Bock started judging cars in the mid-1970s, he was already noticing changes. "In the 1960s, it was

very much a regional show. An entry from outside California was the exception then, and usually meant someone came from Oregon or Nevada. A lot of times it seemed like the same cars, year after year."

Bock said Heumann, who was "very much into European cars," and Tryon, who was "very well-connected in car circles" were "the perfect blend to expand the show geographically and in the types of cars that came."

Even as the event went international, the Concours' Carmel ties remained strong. In its early years, admission fees went toward building Community Hospital's facility on Highway 68, and since its inception, the Concours has donated more than \$30 million to local charities.

During the 1980s, the late Rev. Dr. Paul Woudenberg, the pastor of the Church of the Wayfarer and an avid car enthusiast, was asked to be a temporary announcer in 1980. He remained for 30 years, serving in that role, and as a judge.

Local artists like Eldon Dedini created program covers and posters, and Robert Talbott ties designed just for judges became collectors' items.

It's even possible that the Cypress Inn's destiny was changed by the annual event. When real estate mogul and car collector Dennis Levett welcomed Doris Day as a business partner in the iconic hotel in 1987, he told *The Pine Cone*, "I have loved the Cypress Inn since I saw an ad on the back of a Concours program 15 to 20 years ago." *Que sera, sera.*

## Full-time boss

Sandra Button — Concours chair since 2005 — joined the Pebble Beach Company in 1985. Four years later, she became director of special events, and served as liaison between the company and Concours co-chairs Heumann and Tryon.

As Devlin wrote in the Insider, "She next suggested to the company that the Concours, like the AT&T Pebble Beach Pro-Am, needed its own full-

time executive director, and she chose to step into that role, relinquishing her other duties with the Pebble Beach Company."

"I was always interested in cars, but I wasn't from a car-centric family," Button said. Her father was "a rocket scientist with Boeing in Seattle," who couldn't talk about the top-secret projects he worked on. Her mother was an avid gardener, so while Button said she can easily recall the names of flowers, cars "are not my first language." She could have fooled us; she certainly sounds like a native speaker.

## More experts

Her innovations, listed by Devlin, included establishing a formal selection committee with more experts helping to select the cars, and reducing the number of entries from more than 260 to somewhere between 200 and 220, making the field easier to navigate and giving the judges more room to work. Perhaps most importantly, she worked with Tryon and Heumann, who died in 1999 and 2017, respectively, to make and implement a succession plan, ensuring that the show would continue its upward climb.

And, of course, 1985 — the year Button began working at Pebble Beach — brings us back to those six Bugatti Royales. Four of the cars were in the United States, including one that Chayne had rescued from a Long Island, N.Y., junkyard, restored and donated to the Henry Ford Museum in Michigan.

The other two Bugattis were in France, and Bock remembered that one posed some special challenges, as it was part of a court battle involving its erstwhile owners, the Schlumpf brothers — European businessmen and car collectors who had filed for bankruptcy.

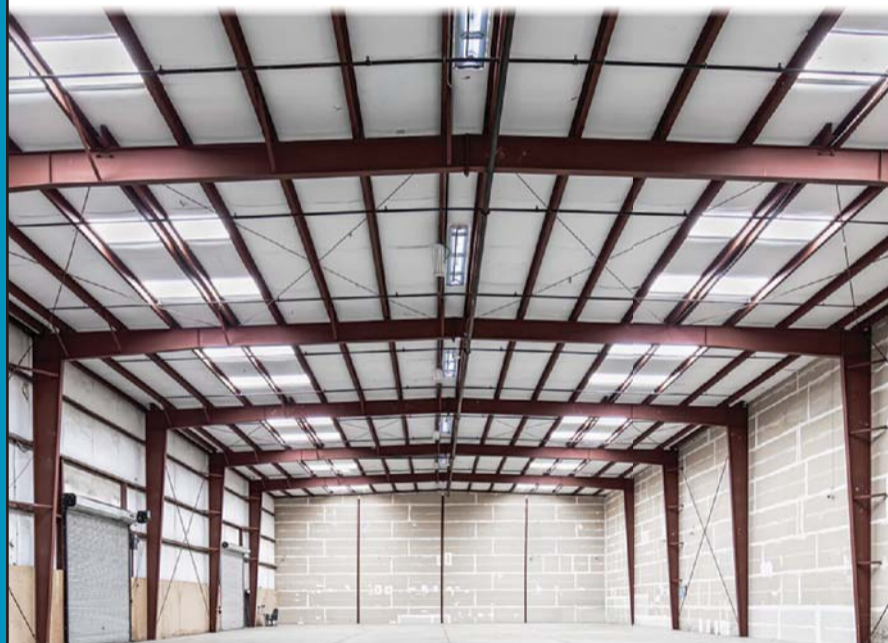
France's government seized and nationalized their collection, but the Schlumpfs' lawyers contested the move. Bock said that if the car left French soil, the

See **LEGACY** next page



Local artist Eldon Dedini, who died in 2006, has many Concours credits to his name, including this 1966 program.

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# C O N C O U R S W E E K

## LEGACY

*From previous page*

brothers could make a legitimate bid to get it back. The U.S. Department of State got involved and worked out an agreement to bring the car here.

Bock described the way they were set up as his personal "Concours moment." "Only three of the cars ran. The others had to be pushed and pulled onto the grass, and we did it at 2 a.m. on Sunday. We couldn't allow the wheels to touch the lawn, either. We had to use plywood under the tires to get them into position."

### Perfect for pictures

The layout was overseen by Heumann, who Bock said "designed it for perfect photography." It took four hours to get the huge cars situated, after which Bock and the other volunteers still had to position 200 cars on the show field.

But, he recalled, it was worth it. "When I walked

back up to the Lodge and saw the throng of people around the Bugattis, it was so gratifying."

The 1990s brought more celebrities, including John Travolta, who attempted to evade crowds by registering at the Lodge under a false name, designer and car collector Ralph Lauren, comedian Jerry Seinfeld and Jay Leno, whom *The Pine Cone* described as "gracious" and "congenial."

The past few decades have also seen the addition of myriad events — likely beyond Heumann and Tryon's wildest dreams — including reviving the road races at Laguna Seca and bringing in high-end auctions. And the Tour d'Elegance was introduced in 1998.

That year, cars that were to be exhibited on Sunday were invited to take a road trip that now stretches 70 miles to Big Sur and back. Devlin and Bock said it was an effort to recognize cars that were more than "trailer queens" — a derisive term used to refer to collectibles that were only ever driven from their trailers to their spots on the show field and back. Tour participants receive a special green ribbon, and, in the event of a tie,

have the edge over nonparticipants.

Even with all that history, Bock and Button don't spend too much time staring in the rearview mirror.

"I watch the entrants' and judges' demographics evolve. These people are younger, they've never spoken to the creators of many of the cars," said Button, recalling a time when, for example, luxury auto maker W.O. Bentley would walk around with judges on the show field.

"But, it's still about bringing cars and their makers together," she said.

"The needle keeps moving," Bock said. "Areas of interest ebb and flow."

### Easier and harder

And, he said, the internet has made things more competitive. "It's easier to restore cars now," because it's simpler to research and trace their histories, but that's a double-edged sword, because the judges have that information, too. "You have to find the right materials, patterns and designs and replicate them," he said.

Among many other things, Button hopes to welcome more women to the field. "Passion knows no gender. More women are comfortable bringing their collections and even judging."

The 2020 pandemic caused what was only its second cancellation (the first was a rainout in 1960), and Button said confidently, "We will continue to gather."

Clearly the Concours has earned its place as the "best in the world," and as it turns 70, there's no checkered flag in sight.



PHOTOS/(LEFT) JOHN LAMM, PINE CONE ARCHIVE

(Left) An exhibit of one-of-a-kind Bugatti Royales in front of the Pebble Beach Lodge in 1985 attracted throngs of spectators. In 2005, fashion designer Ralph Lauren's Alfa Romeo Mille Miglia won Best in Class. Lauren, who died last year, won Best of Show in 1990 and 1993.

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## VOLUNTEERS

From page 10Cd'E

unteers weren't sure where to send them. The mystery was finally solved this year, Jones said with some satisfaction. "They need to go to the employee dining room at the Lodge."

Getting into the Hagerty Dawn Patrol — and especially scoring one of its coveted hats — is another important topic for some callers. According to the Concours website, the event's roots date to at least the early 1970s when entrant Don Williams prided himself on being the first one on the field Sunday morning. And by "first," we mean before sunup.

### Police escort

That led to a friendly competition of sorts with other car owners, and the whole thing began attracting more spectators. A limited number of souvenir hats are distributed, and competition is fierce.

Palma, a Concours volunteer for 30 years and winner of the event's 2013 Volunteer of the Year award, knows about the Dawn Patrol firsthand. He's out there with event chair Sandra Button, greeting each driver as they arrive.

"After we meet them, the class hosts show them to their place on the field," Palma said. "Some of the drivers get there at 4 a.m., but we don't start until sunup."

The longtime construction manager lived on the Peninsula when he began working for the Concours, and maintains a house in Monterey. He said that he was volunteering for the AT&T Pebble Beach Pro-Am and the United Way when Judith Raible, then of the United Way and now Concours vice president and general manager, suggested he pitch in at the car show, as well.

He didn't know much about cars when he started, he said, but, "I've learned a tremendous amount about the automobile world. I enjoy meeting people who have a

passion for the car hobby."

Palma is a co-chair of the Tour d'Elegance, the 70-mile, four-hour roundtrip to Big Sur in which Concours entrants show off their cars on the road. Jones said that some of her calls on tour day are from drivers whose vintage vehicles — many of which are not driven regularly — have broken down or gotten flat tires.

"The best cars can function 100 percent," Palma said, "but with the hills there are problems with brakes and transmissions," for others. There are other considerations as well — bathroom breaks for drivers, for example, and what to do this year since (thanks to Covid concerns) they won't be stopping in Carmel for two hours, which is when everyone usually gets lunch.

Instead, they're going to go back to Pebble Beach, where presumably there will be good eats to be found.

Behind the scenes, the cars line up at 7 for a 9 a.m. start along Portola Road. Other than two spots reserved for pace cars, everything's first-come, first-served. Palma said they line the cars up three abreast as they arrive, and a CHP escort follows them. The first 100 or so cars leave, followed by the remaining group about 10-15 minutes later.

Palma spends two weeks at the job each year. He helps when the Concours office makes its annual temporary move to Pebble Beach (two vans, IT specialists and an assortment of workers are involved) and when jackets, hats and shirts are distributed to other volunteers. This year, he has to tear himself away from a major construction project in Malibu, near Pepperdine University, but he figures he'll find a way to manage it.

With all the challenges and no pay, why do volunteers like Jones and Palma keep coming back? They



PHOTO/COURTESY PEBBLE BEACH CONCOURS D'ELEGANCE

As the Concours d'Elegance has grown in fame and popularity, crowd management has become a big part of what the event's volunteers do. Above, the assembled multitudes in 2012.

both used the word "amazing" to describe their fellow workers, and said that the Concours staff knows how to take care of them.

Palma said he enjoys the perk of being on the ramp Sunday with Button and announcing some of the cars, but in the end, the most important incentive is helping others.

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## LITTLE

From page 18Cd'E

Other attractions included a Lotus Super 7 racecar, a 1967 Morris Minor Woody, a 1965 Austin Mini Moke, a 1947 Crosley convertible, a 1954 Piaggio/Vespa Ape, multiple vintage Porsches, MGs, and minis, and two military jeeps (too large to qualify for awards, but fan favorites, nonetheless.)

"The nostalgia is a big part of the Little Car Show.

## OUTSIDE

From page 20Cd'E

hotel in Carmel, said many of her regular international visitors are not here this year. "I usually have several rooms rented to my European guests for Car Week, and they all had to cancel," she said. "Even the Canadians are having a hard time coming here."

## Supplies tight, too

For the Concours, Bock said about 20 percent of the vehicles on the show field are owned and exhibited by people from outside the United States, and shipping has been as problematic as traveling. "We have some cases where the cars have come, but the owners can't," he said. "And in other cases, the owners are here, but the cars are lost."

The percentage is similar for the historic races at Laguna Seca, according to Toepke. "With overseas companies closed for months, parts and tires have also been a struggle," he added.

Travel bans have affected sponsors, as well. "Some of the European manufacturers who have been supportive of the event are having trouble getting here, and getting their cars here," Bock said.

Economics affected those decisions, too, Toepke ob-

served. "Automobile companies had to make early decisions for budgeting purposes, but with the pandemic still in play, budgets tightened and there were manpower limitations and travel restrictions," he said. "And for the safety and well-being of associates not knowing what August would look like, several companies did not return to their traditional positions."

Fortunately, Ford Motor Company carried the day for the Rolex Monterey Motorsports Reunion, which is celebrating the 55th anniversary of Trans-Am, in which Ford played a key role.

At any rate, the void left by international participants is being filled by others who can now take part in Car Week events, organizers observed.

"It's created opportunity for people who maybe didn't consider it before or maybe thought they didn't have a shot," he said, "and they tried this year."

This said she's also seeing domestic travelers filling her hotel, which is sold out for the week.

"I am seeing some new guests who are driving here rather than flying," she said. "Many of my guests have said that they are very much looking forward to coming back to Car Week and love the fact that most events will be outdoors."

Toepke agreed. "It will be a slightly different year, but the people who are here are thrilled to be back on the Peninsula," he said.



PHOTO/COURTESY MARINA MOTORSPORTS

Unusual vehicles like this 1958 Messerschmitt Roadster make Pacific Grove's Little Car Show very popular.

Seca, and I don't think many people have done that."

Davis' partner said surprises are common at the annual show and always add to the fun.

"We had a car at the 2019 show that I had never seen before — a 1960 Audi Autounion," said Moulton (P.G. High, '64). "We had a car once called 'The Woodster' that looked something like a Model T but had a body made entirely out of laminated wood."

## Dune buggy surprise

Moulton and Davis were surprised six years ago by the unannounced arrival of Bruce Meyers, creator of the dune buggy, who showed up with five Meyers Manx dune buggies, worth up to \$100,000 nowadays.

"And there's Richard Parson, who comes from Derbyshire, England, with a 1930 Frazer Nash Interceptor — chain driven — then drives all the way across the country with his wife to be in our show. He's done that a couple of times," Moulton said. "Can you imagine?"

The Little Car Show — free to the public each year — draws a large crowd that includes locals, tourists, and people visiting the Peninsula for the Concours d'Elegance and other Monterey Car Week events.

INTERO

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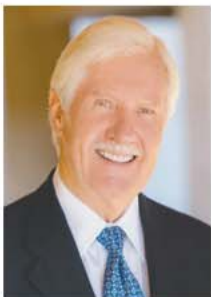
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## RESTORED

From page 44Cd'E

last-minute, only finalizing the details this week to have their show at the Monterey Fairgrounds, instead.

The Legends event has grown considerably since its 2009 debut as a standalone BMW show. In 2010, Mercedes-Benz joined in, followed by Audi in 2012, to make it the top gathering for fans of German cars. The annual event offers corral and judged areas, and an open class for all other German manufacturers. New models, including the latest electric vehicles, will be showcased, too.

Registration opens at 7 a.m., with cars placed on the show fields shortly after, and spectators are welcome starting at 10. The show is free, and parking is \$25. Visit [legendsoftheautobahn.org](http://legendsoftheautobahn.org).

### ■ 23rd Annual Ferrari Event at the Barnyard

Barnyard shopping center, Carmel  
Saturday, Aug. 14, 4 to 6:30 p.m.

The Big Sur Food & Wine crew is curating the Ferrari Event at the Barnyard this year and will be its beneficiary, as well. The gathering is held in collaboration with the Ferrari Owners Club and features new and vintage models. This year, the moving forces behind the annual Big Sur festival are ensuring there will be plenty of fine wine for guests to sip before they head out to patronize the shopping area's restaurants.

"We will be in the Barnyard gardens," said organizer Elsa Rivera. "Laurent-Perrier is going to be pouring Champagne.

Historically, there are 300 to 500 Ferrari owners who come after some of the other events to downshift a little bit."

Tickets are \$25 apiece and can be ordered through

[bigsurfoodandwine.org/popup-events/ferrari-event](http://bigsurfoodandwine.org/popup-events/ferrari-event).

The Barnyard is located off of Carmel Rancho Boulevard.

### ■ Concours d'Lemons

Seaside City Hall,  
440 Harcourt Ave.

Sat., Aug. 14, 8 a.m. to 1:30 p.m.

Making all the other city halls on the Monterey Peninsula jealous, "an ugly oil stain on the Pebble Beach Auto Week," returns to the lawn and grounds of Seaside City Hall to celebrate hoopties, rust buckets, misfits, mistakes and the worst of the automotive world.

As always, celebrity judges at the Concours d'Lemons will be accepting bribes for the highly sought-after trophies, brought straight from the finest thrift shops to bestow upon winners in categories with names like Rust Belt American Junk, Unmitigated Gaul, Needlessly Complex Italian and Der Self-Satisfied- KrauttenWagen. Hagerty Insurance, Classic Motorsports Magazine, Griot's Garage and eBay motors sponsor the Lemons show, possibly because they are seeking some kind of karmic balance.

There is no charge. "Spectators are free, that way you get what you pay for, perhaps a little less," organizers warn. "Get a tetanus shot, bring your sense of humor and take it all in."

Founder and Head Gasket Alan Galbraith has been known to note that the show is "attended by billionaires and parolees alike," and "draws hundreds of the worst cars and thousands of the best people, all of whom appreciate a little levity and value during the otherwise hectic and overpriced" Concoors Week.

Go to [24hoursoflemons.com](http://24hoursoflemons.com) and click on "Concoors d'Lemons" for more information.



PHOTO/PINE CONE FILE

This 1929 1929 Alfa Romeo 6C 1750 SS stopped some people in their tracks at the 2009 Concorso Italiano, which showcases the technical prowess and sumptuous detailing which are hallmarks of Italian sports cars.

### ■ Concorso Italiano

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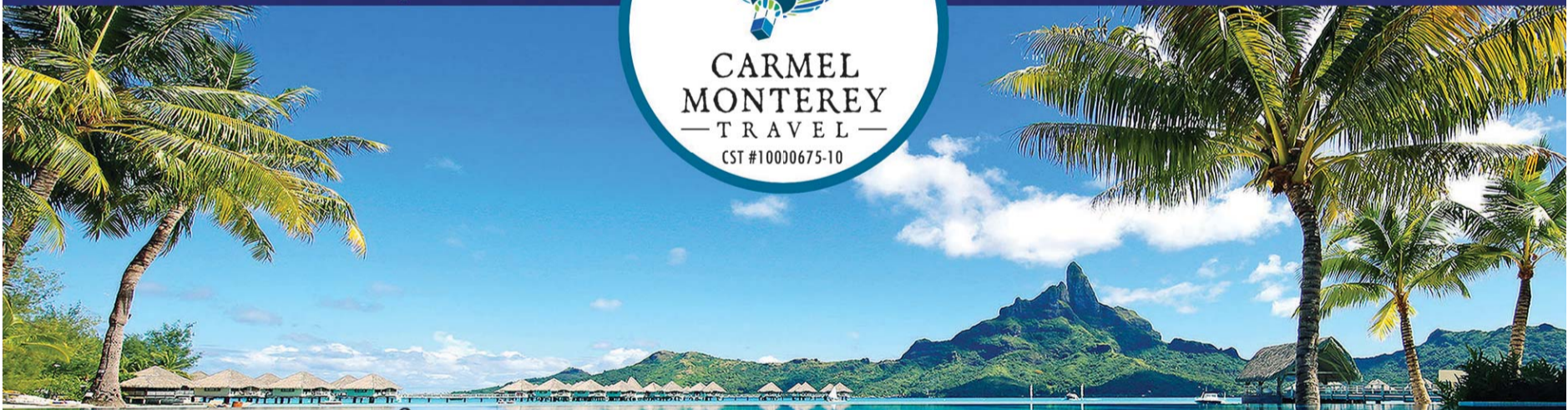
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## STYLE

From page 52Cd'E

many as 1,000 stunning vehicles — Concorso Italiano showcases the rare, exceptional and gorgeous, as well as “conversations between people who love and appreciate them.” The beautiful grounds of the Bayonet Golf Course host the event, which markets itself as “the must-attend convergence of sophistication, taste and affluence” that “embraces all the cultural elements of Italian style, including music, cuisine, fashion and travel.”

Concorso Italiano organizers this year are honoring the 31st anniversary of the Lamborghini Diablo, the 50th anniversary of the Lamborghini Countach, and the 50th anniversary of DeTomaso, and the century-old Lancia Lambda, among others. The Ferrari Club of America's judged concours will take place again this year.

Admission is \$195, but VIPs can pay \$520 to join the CI Club, which includes entrance into the Friday afternoon welcome reception, early entry on Saturday (including breakfast), cocktails and cigars, lunch, VIP parking, gifts and other goodies. The separate al fresco luncheon is already sold out. Bayonet Golf Course is located at 1 McClure Way in Seaside. Visit [concorso.com](http://concorso.com).

### ■ Pebble Beach Concours d'Elegance

#### Pebble Beach Golf Links

Sunday, Aug. 15, 10:30 a.m. to 5 p.m.,  
with awards at 1:30 p.m.

The annual Concours d'Elegance, which began in 1950 as a small collection of cars exhibited in conjunction with the Pebble Beach Road Races, is considered the world's premier collector-car show in one of the most scenic places on the planet — and it has raised more than \$30 million for charity, including more than

\$2.1 million in 2019. Contestants are invited to participate and must pass stringent evaluation in order to land a spot on the grass, ensuring every vehicle at the Concours is rare and special, if not unique.

Stunning coastline, Champagne and cigars, parties, fine food, celebrities and period costumes complement the collection of 200 cars.

“Originally a small social event paired with a road race through the forests of Pebble Beach, the Pebble Beach Concours d'Elegance has grown into the top-ranking collector car competition in the world,” organizers say, and most other modern concours around the world trace their roots to Pebble Beach.

“The Concours is not a contest of speed, but of elegance. Automobiles and motorcycles are judged for their historical accuracy, their technical merit and their style—and the best garner reward and recognition.”

Marta Holsman Babson (riding) and Henrietta Holsman Fore (walking) with their rope-drive 1904 Holsman Roundabout as it ascends the ramp in front of The Lodge during the 2017 Pebble Beach Concours d'Elegance. The car was designed and built by their grandfather, Henry Kerchner Holsman

PHOTO/KERRY BELSER



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# CONCOURS WEEK

## RACES

From page 21Cd'E

specials from Baldwin, Manning, Kurtis, Cannon, Hagemann, Parkinson and Tatum — and these valuable cars continue to race,” explained Marcus Bicknell, who runs the Del Monte Trophy Race Group, which is dedicated to preserving

and racing cars from the era of 1947-1955, with Carmel Valley resident Rob Manson. “The infancy of American road racing in the years following World War II was often an amateur affair, but the event gained credibility when 23-year-old Phil Hill won the first running.”

Five of the winning cars will be presented in special exhibits at the Rolex Monterey Motorsports Reunion Aug. 14 and the Concours Aug. 15, and at the track on Saturday, some of the cars that were driven during the Pebble Beach Road Races will compete alongside others from the same period in Group 4A — 1947-1955 Sports Racing and GT.

“Our Del Monte Trophy Race Group cars are the historic racing connection between modern-day Pebble Beach Concours and the Reunion,” Bicknell said.

The Ferrari 750 Monza Scaglietti Spyder that Hill drove to victory in 1955 and Shelby won in in 1956 will be raced by Tazio Otis on Saturday during the Rolex Monterey Motorsports Reunion and will be shown at the Concours on Sunday.



PHOTO/ROBERT T. DEVLIN COLLECTION

Marion Lowe racing at Pebble Beach in her Frazer Nash roadster in 1956, about to be lapped by Lou Brero in a Kurtis 500 and Sterling Edwards in a Ferrari 750 Monza.

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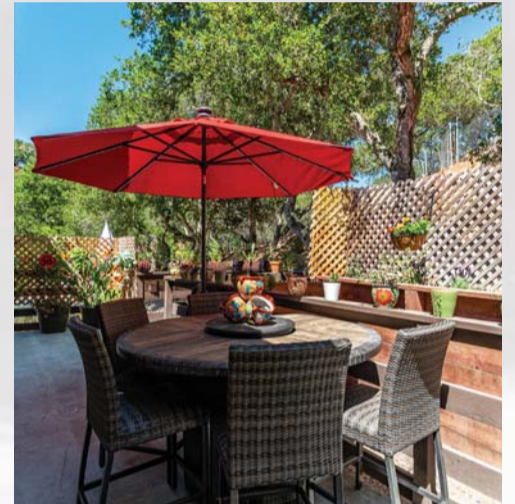


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