

Concours WEEK

Inside: The new emcee,
custom hot rods, Phil Hill's
legacy, the Vanderbilts, our
A to Z calendar, and so much more!



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The new voice of the Concours is equally at home behind the wheel

By SALLY BAHO

THE PEBBLE Beach Concours d’Elegance welcomes accomplished British racing driver and motorsport broadcaster Amanda Stretton as its new emcee. Not only does she talk about cars, but she talks about racing with experience, enthusiasm, character, charm and wit.

But how did she get here?
“Basically, what happened was I was racing motocross bikes at 13, kind of by accident,” Stretton said, explaining that she wanted to play tennis, but had to stop because of an injury. Compelled to choose a sport for her school’s Wednesday afternoon sports requirement, she saw motocross was on the list.

No clue

“I hadn’t a clue what that was,” she said, but she thought it looked fun. After forging her parents’ signature and spending her allowance to buy a friend’s brother’s bike, she raced for about eight months — until her parents caught wind of it.

“They only found out when my mother came for a parents’ meeting and the teacher complimented my riding, and said ‘Isn’t she spunky, this young daughter of yours?’” she recalled. Her mother wouldn’t have it and made her quit, telling her, “Not until you’re 17,” when she could get her driver’s license in the UK.

Stretton’s father also began collecting cars around this time, “pre-war vintage stuff,” she said, and he ended up with a race car. It was a 1936 Lagonda LG45R Rapide sports racing two-seater with coachwork by Fox and Nicholl. He would eventually show it at the Pebble Beach Concours d’Elegance — and that certainly planted a seed.

Stretton planned to complete a degree in economics

but wasn’t feeling too great about that decision, so she “took a year out,” she said. Her parents insisted she do something with her time. So, she took a job at Christie’s Auction House and really enjoyed it.

She found that every home and estate told a story, from furniture to commissioned portraits, and she loved piecing their tales together. She ended up pursuing a degree in the history of art and architecture and decided she would sell art. She was on track to be Christie’s first female auctioneer. Her future looked bright — and her mother approved.

“At the same time, I was busy racing classic cars,” Stretton said, and she was gaining recognition in the UK and abroad. She had just won Classic & Sportscar magazine’s Best Newcomer of the Year Award.

“I was leaving university and Channel 4 had recently commissioned F3 on 4,” she said. Channel 4 is British public broadcast television, and it was covering the British Formula 3 championship. “Channel 4’s requirement was they have a female presenter who knew about racing,” she said.

Screen test

As they say, luck is when preparation meets opportunity, and boy, was she prepared. The owner of the production company called her and asked if she would do a screen test. She got the job, which gave her a platform to get sponsored to race. “I’ve been winging it ever since,” she said.

Stretton has efficiently managed a career in racing and motorsport broadcasting for more than 30 years. “Pregnancy and children get in the way of racing. Big bumps don’t really work,” she said, but she persevered. Her two grown children, a son and a daughter, are both into the sport. “There is nothing that gives me greater joy than seeing more women who want to get into mo-

torsport,” she said.
Stretton’s father showed at the Concours in the 1990s, but she did not come with him. In 2014, she and

See **EMCEE** page 29Cd'E



PHOTO/SHERMAN CHU

Amanda Stretton, the new emcee for the Concours d’Elegance, got into racing motocross bikes as a teenager. Her father was a car collector, and she also raced classic cars.

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Rolling Bones hot rods make cross-country trip for Laguna Seca debut

By MARY SCHLEY

THIS YEAR'S Rolex Monterey Motorsports Reunion will mark Tom McIntyre's 43rd year of racing at Laguna Seca Raceway during Car Week, but it will be his first year circling the track in the 1932 Ford coupe custom built for him by Keith Cornell and the late Ken Schmidt of the Rolling Bones Hot Rod Shop in Greenfield Center, N.Y.

Nearly a dozen Rolling Bones cars will be exhibited and driven at the Aug. 16-19 vintage races, some of them traveling across the country, with a stop at the Bonneville Salt Flats in Utah for a bit of land-speed racing along the way. Racing at Bonneville is a tradition for the Rolling Bones — hot rods that embody the era of

1940s-1950s racing. The duo's story is told in the 2008 documentary, "The Road to Bonneville."

Accidental business

More than two decades ago, Schmidt and Cornell built themselves a pair of 1932 Fords they nicknamed the Wicked Sisters. It was only when other enthusiasts began requesting custom-built hot rods, too, that their shop was born.

McIntyre, who lives in Southern California, was one of those early customers. He spied one of their cars at a parts sale and exhibition for '32 Fords in Pomona, and it later showed up at an open house at the garage where he keeps his cars. Captivated, he tracked down the owner, who didn't want to sell the hot rod he'd built

for himself.

"A year later, he was back for the same show," he said. "This time, I said, 'You can't deny me — you have to build me one of those.'"

It took Schmidt and Cornell four years to amass all the parts and assemble McIntyre's 1932 three-window coupe, which is powered by a 241-inch Dodge Red Ram Hemi from 1954 capable of pushing 100 mph. The car bears the number 78, a nod to the old Ford's racing history.

Rolling Bones completed the car in 2013, and the shop encouraged McIntyre to fly back to New York and drive it home, with the traditional stop at Bonneville

See **HOT RODS** page 26Cd'E



PHOTOS/LEGGETT & LEGGETT MEDIA

(Above) Tom McIntyre drove his custom-built 1932 Ford three-window coupe from its birthplace, the Rolling Bones Hot Rod Shop in New York, to the historic races at Laguna Seca in 2013, making a stop at the Bonneville Salt Flats (right) along the way, as tradition dictates.



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Enter a drawing for a Mercedes Benz and help local kids at the same time

By KELLY NIX

WITH CAR Week and the Pebble Beach Concours d'Elegance in full swing, tens of thousands of automobile enthusiasts have converged on the Monterey Peninsula. While that's great news for local shops and restaurants, it's also wonderful (and very important) for local nonprofits that help kids.

That's because the event draws in millions of dollars every year for more than 90 youth-centered charities. In 2022 alone, the Concours d'Elegance raised a record

\$2.8 million, bringing the total amount the premier car event has raised for charitable groups to roughly \$35 million. The Concours and its charitable partner, the Pebble Beach Company Foundation, oversee scholarship programs to encourage the next generation of automotive enthusiasts.

The nonprofits benefit from the Concours in different ways, including via grants provided through the foundation, volunteer work in exchange for donations, and from vehicle charity drawings. This year, nonprofits are selling raffle tickets for chances to win several 2023 luxury vehicles.

Charities that will benefit from this year's event include a children's museum and the United Way.

■ My Museum

For more than a quarter-century, Monterey County Youth Museum, or MY Museum, has provided children an environment where, the nonprofit says, "curiosity and creativity flourish."

Numerous interactive exhibits, including "My Creation Station," "My Day at the Beach," "My Hospital" and "My Healthy Farm," offer safe and fun spaces for children and their families to explore together. Since 1997, the popular museum in Monterey has drawn kids and grownups from all over.

"Over the past 25 years, MY Museum has reached so many in our community," executive director Lauren Cohen told The Pine Cone. "The museum remains relevant, with more than 55,000 visitors yearly in our Washington Street facility and another 25,000 through our Wheelie Mobilee [vehicle] and other outreach programs."

For this year's Concours d'Elegance, MY Museum is selling \$100 tickets for a chance to win a 2023 Mercedes-Benz GLA 250 SUV, valued at \$40,695. MY Museum gets 100 percent of the proceeds from ticket sales, so even if you're not a winner, you can feel good about helping a local nonprofit that helps kids.

Specifically, Cohen said the funds will help MY Museum bring children from lower-income households to visit.

"In order to do this, MY Museum needs to raise the money required to continue subsidizing these programs," the executive director added. "Being a



(Left) A girl makes a colorful abstract art piece at the Art Creation Station inside Monterey's MY Museum, which has offered interactive exhibits for children since 1997. (Right) A boy makes a mud concoction as part of a United Way Monterey County program. United Way offers a kindergarten readiness program that offers individual tutoring for preschool children to develop language and literacy skills.

See **CHARITIES** page 30Cd'E

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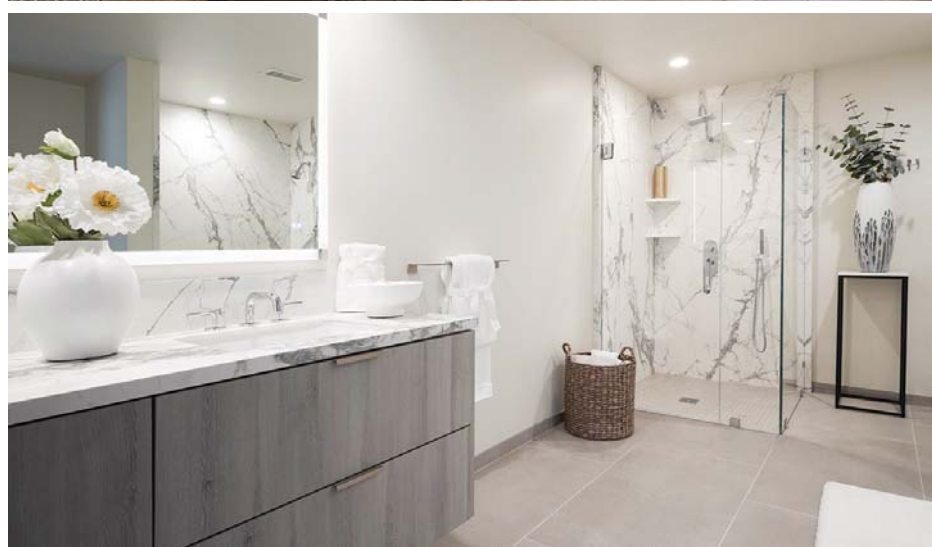


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Phil Hill's legacy continues far beyond the the Concours show field

By LISA CRAWFORD WATSON

SOME PEOPLE may not realize the Pebble Beach Concours d'Elegance began as an afterthought, a social gathering designed to introduce a bit of panache to the premier event, the Pebble Beach Road Races.

In fact, according to the event's archives, no less a luminary than the late famous racer and longtime Concours contributor Phil Hill said, "In 1950, I was driving my XK120, and the most important event on the West Coast that year was the Pebble Beach Road Race. The

race itself was all so new. The Pebble Beach Concours was decidedly subsidiary to the race back then."

Nearly 60 years later, in 2009, the Phil Hill Scholarships were established to honor the memory of America's first Formula 1 racing champion and Concours supporter. The first awards were granted in 2011.

Restoration experts

In the ensuing years, scholarship winners, now graduates of the automobile restoration program at McPherson College in Kansas and Academy of Art University in San Francisco, have gone on to pursue

exceptional careers in their fields. The schools administer the scholarships for their students, who need not be from this area.

"Our program's primary focus at the Academy of Art is on designing the next generation of vehicles," said Antonio Borja, director of the academy's school of industrial design. "Yet Pebble Beach is a great forum for us as it celebrates the finest vehicles of the past. We cover restoration and transportation design and our tagline is, 'Restore the past, create the future.'"

See **SCHOLARS** page 38Cd'E



PHOTOS/(LEFT) COURTESY MONTEREY PENINSULA FOUNDATION, (RIGHT) HILL FAMILY ARCHIVE

Race car driver Phil Hill (right) drove in the first Pebble Beach Cup race, which took place along residential roads in Del Monte Forest in 1950. Hill died in 2008, but scholarships in his name at McPherson College in Kansas and Academy of Art University in San Francisco help ensure that the legacies of auto racing and historic preservation are carried on by the next generation. That includes Missouri native Kalila Haddad, (left), who became the archivist for the Ralph Lauren Collection of cars about three years ago.





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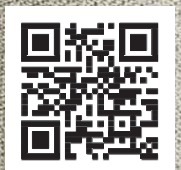
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If you build a road, people will try to run a race on it – or vice versa

By ELAINE HESSER

IT SEEMS like no matter how many ways people invent to go from point A to point B, someone will eventually say, “Race ya!” Ancient Olympians ran, Romans drove chariots, and perhaps one day, there will be some sort of mad sprint to the moon and back.

In the early 20th century, automobile races grew in popularity here and in Europe, as competitors revved up cars along public roads and spectators gathered to watch. However, that proved unsafe and led locally to the decision to build Laguna Seca after experienced race car driver Ernie McAfee hit a tree and was killed

during the 1956 Pebble Beach Road Race.

More than 50 years earlier, William Kissam Vanderbilt II (great-grandson of Cornelius, who built the family’s fortune), faced the same problem on Long Island. William, who liked fast yachts and fast horses, established an auto race that initially took place in the streets of Nassau County.

First freeway

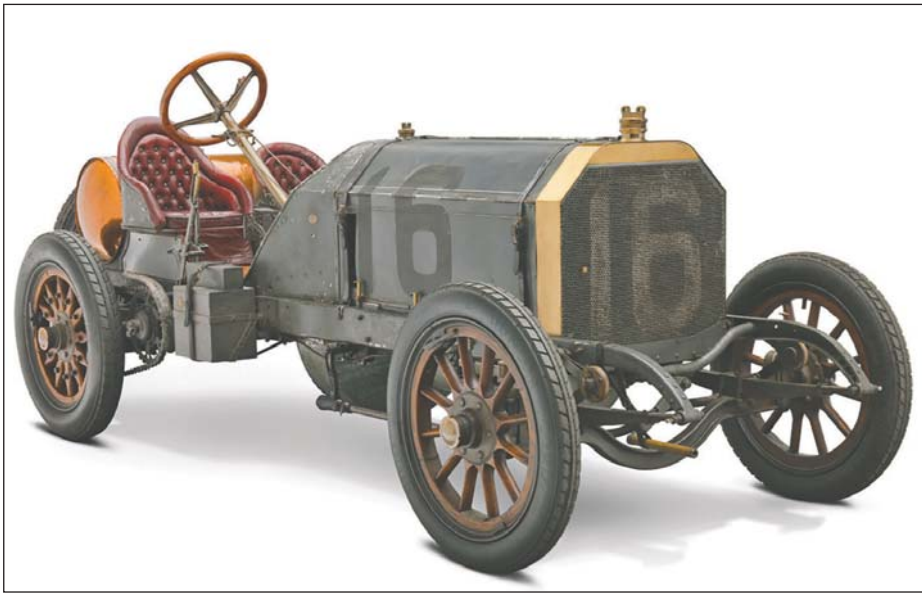
After two spectators were killed and others were injured, he built the Long Island Motor Parkway. Ingeniously designed as a toll highway with exits and on-ramps — the first limited-access road in the world — it could be traveled by regular motorists when it wasn’t

being used for racing.

Drivers competed for the Vanderbilt Cup — the first major trophy in American auto racing — annually until 1917, when it was canceled because of World War I. By then, it had moved from Long Island to Savannah, Milwaukee, Santa Monica and San Francisco. Although there were attempts to revive it in the 1930s and 1960s, the true Vanderbilt Cup Era had passed.

For the first time, race cars from that pre-1920 period — whether they competed for the Vanderbilt Cup or not — have their own class at the Pebble Beach Concours d’Elegance. With seven of the rare vehicles

See **VANDERBILT** page 40Cd'E

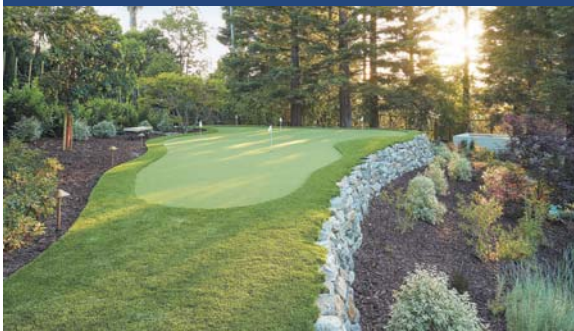


PHOTOS/(LEFT) COURTESY HENRY FORD MUSEUM, (RIGHT) COURTESY PEBBLE BEACH CO.

The Vanderbilt Cup-era cars that will be at the Concours d’Elegance Sunday recall William K. Vanderbilt’s enthusiasm for the large, loud and powerful automobiles of the early 1900s he and others raced on the roads of Nassau County on Long Island. Old No. 16 (left), the 1908 trophy winner, is owned by the Ford Museum in Dearborn, Mich. At right, a Benz Grand Prix race car from the same era, with drivers wearing safety gear that was decidedly unavailable back then.

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This show is the answer to many questions no one is asking

By DENNIS TAYLOR

THROUGHOUT THE annals of time, no automobile designer has ever created a car that could not be badly modified or relentlessly neglected until it became

worthy of the level of ridicule that awaits the rustbuckets, rattletraps and wrecks of Concours d’Lemons, the disgracefully hilarious black sheep of Monterey Car Week’s otherwise proud family.

“This year’s show will be bigger and dumber — worse than ever,” promised Alan Galbraith, the visionary who created the Peninsula’s shameful showcase of heaps, hoop-ties, junkers and jalopies in 2009 as ... well, a pie-in-the-face of the fabulous Pebble Beach Concours d’Elegance.

Big and free

The 2023 extravaganza of vehicular garbage — appropriately free to the public — will spread itself all over the lawn at Seaside City Hall (440 Harcourt Ave.) on Saturday from 8:30 a.m. to 1:30 p.m.

“I consider myself a bit of a car aficionado — I’m fairly familiar with all of the makes and models, including a lot of the very

See **LEMONS**
next page



PHOTOS/COURTESY ALAN GALBRAITH, CONCOURS D'LEMONS

(Top) Some vehicles are driven to the competition, others must be towed. (Above) This furry vehicle, named Buttercup, was a lowlight of Seaside’s 2022 Lemons.

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LEMONS

From previous page

obscure stuff,” said Galbraith (official title: Head Gasket). But something shows up every year that I’ve literally never heard of, and kind of hope I’ll never see or hear of again.”

Triumphant return

A heroine’s welcome awaits Scotts Valley teenager Violetta Dauksa, who is expected to return to the hallowed grounds as a two-time Lemons award-winner with her ’94 Dodge Caravan, the remains of which she dragged to the 2021 show.

“She and her dad were literally on their way to the dump with that car — they were actually taking it to the crusher when they stopped by our show,” Galbraith said. “Violetta wasn’t into car shows — not at all — and was bored to death, read a book the whole time, and was like, ‘This is terrible ... this is awful ... when can we go home?’”

Galbraith and his highly corrupt team of judges honored the vehicle’s final hours with a sentimental award that changed everything, he said.

“She saved some stuff off that Caravan at the wrecking yard, added it

to what essentially is an electric go-kart, and brought it back to last year’s show,” said Galbraith, who sent her home with Lemons’ annual Slightly Better Than A Go-Kart prize. “This year she put some kind of body on it, including a door she pulled off the Caravan, and she’s bringing it back again.”

Among other highly anticipated eye-sores and engineering oddities en route to this year’s exhibition of awfulness is a Cadillac “Largesimo.”

“I have no earthly idea what that is, but it looks to me like somebody has made some kind of limousine out of an old Cadillac in a very rough manner,” said the show director, who also eagerly awaits the arrival of a Messerschmitt KR200 minicar — a vehicle (which re-

See **TURKEYS** page 36Cd'E



PHOTOS/COURTESY ALAN GALBRAITH, CONCOURS D'LEMONS

Alan Galbraith, creator of Concours d'Lemons, embraces his title — Head Gasket — for the annual event on the lawn at Seaside City Hall.



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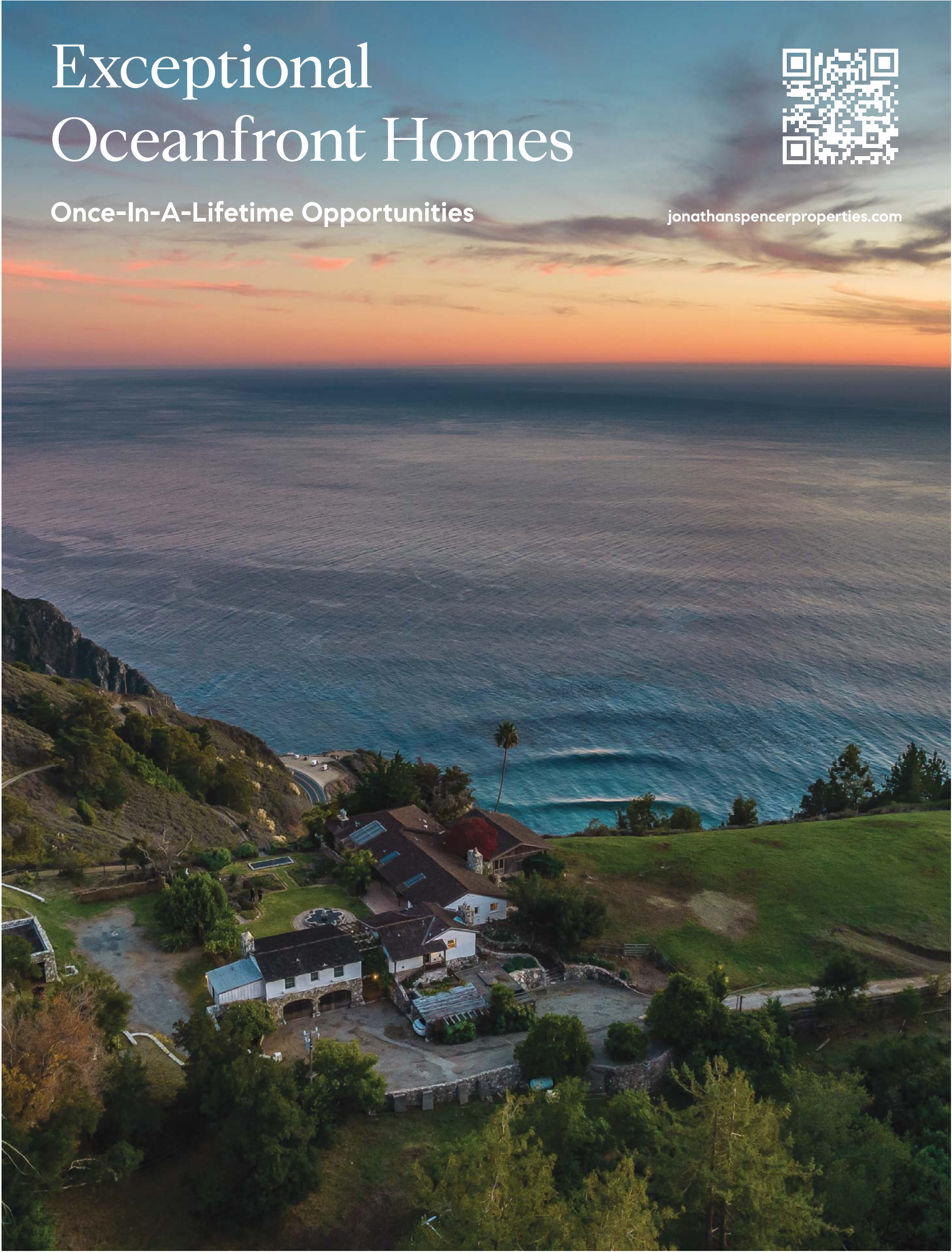


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C O N C O U R S W E E K

PEGASO

From previous page

Working at the old Hispano-Suiza factory, Ricart designed an exceptionally sophisticated sports car, the Pegaso Z-102. Everyone from race car drivers to royalty wanted one, said Bergel.

“Pegaso is the Spanish Ferrari,” Bergel said, “only faster.”

Ricart has been quoted as saying, “Pegaso — which translates to ‘Pegasus’— is a horse with wings. Ferrari may have a prancing horse, but Pegaso’s horse is flying.” The rivalry continued.

Chamber offers Concours shuttles

PINE CONE STAFF REPORT

THE CARMEL Chamber of Commerce will run shuttles to and from the Pebble Beach Concours d’Elegance Sunday, Aug. 20, 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, so they can go back and forth as many times as they want.

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 trips are \$20. Kids under 12 ride for free. Passes can be purchased online at carmelcalifornia.chambermaster.com/eventregistration/register/51833, 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 carmelchamber.org.

The story took another turn when, after the company had produced just 83 cars, Generalissimo Francisco Franco shut down production, citing the need for trucks, not sports cars. Perhaps the Pegaso, the fastest production car sold in 1953, capable of reaching 155 mph, was just too advanced for its time — or its dictator.

“If you had a Pegaso Z-102 at that time, you were a lucky one,” said Bergel. “If not, you would never have one. All these years later, it became my quest.”

A 14-year quest

Bergel was 4 years old when his mother, passionate about racing to this day, took him to witness the Spanish Formula 1 Grand Prix. The experience ignited a passionate pursuit in Bergel to collect and race cars.

After growing up in Madrid, he went to the civil engineering school at the University of Texas at Austin, then went on to earn his MBA from Northwestern University in Chicago.

Said Bergel, “My father, the first Spaniard to get an MBA from Stanford, put a lot of pressure on me to go to school in the United States. The college system in the United States is extraordinary. I went on to work in investment banking for Goldman Sachs in New York and then London, after which I set up my own investment firm in Spain.”

Bergel, who has an extensive collection of race cars and has been racing for eight years — including last year’s 24 Hours of Le Mans — spent 14 years

seeking his Pegaso Z-102.

Knowing that Spanish drivers had taken two cars, designated as chassis 113 and chassis 115, to the 1952 grand prix, Bergel, enchanted by the legacy, wanted one of them.

“I knew both cars were in the United States,” he said. “One was in a museum in Rhode Island, where they said they’d rather close the museum than sell that car. Clearly they know the story and how special it is. The other, in an important collection in Arizona, came up for auction via Sotheby’s just six months ago. And I bought it.”

Bergel and his wife, Piedad Martos, will escort their Pegaso Z-102, “chassis 115,” to the grass at Pebble Beach, where twice he has had the pleasure of playing golf but has never been to the Concours d’Elegance. Until now. Buena suerte!



PHOTO/PINE CONE FILE

The Pegaso Z-103 Berlinetta Panorámico, introduced by Touring in 1955.



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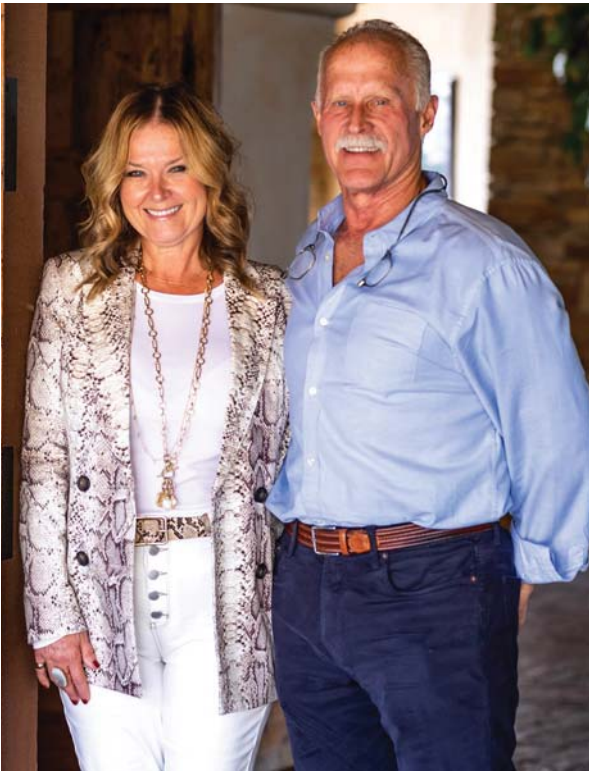
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HOT RODS

From page 6Cd'E

along the way.

“Whenever they would finish a new car, it was your badge of honor — your ownership initiation — to drive the car home,” McIntyre explained. “The trip usually is about going to Bonneville. The cars kind of emulate the spirit of Bonneville racers from the 1950s — that’s really their theme.”

For McIntyre, the journey also marked the 50th anniversary of the cross-country drive he did with friends as a teenager.

“I was 16 when my mom let me drive my 1930 Ford Model A to New York and back. I went with a few other teenagers, all in Model A Fords, away from home for the first time,” he recalled in a written account of his 2013 Rolling Bones adventure. “That trip took the whole summer. It was really cool to drive all that way, seeing the New York World’s Fair and the introduction of the new Ford Mustang.”

All roads lead to Laguna

A half-century later, in charge of the auto-parts manufacturing company he’d started in Burbank in 1963, McIntyre was initially unsure whether he should take the Rolling Bones journey.

But he decided to go for it and was constantly impressed by how well his new hot rod ran.

“It’s a great testimonial for how they

build things,” he said. “No car built from scratch can do that. I had taken a tool kit and never even opened it.”

He traveled with the Rolling Bones founders and other enthusiasts to Bonneville, and at every stop along the way, fellow hot-rodders would be there to welcome the group. After spending a few days at Bonneville, McIntyre drove to Laguna Seca for that year’s Rolex Monterey Motorsports Reunion, where he’d be racing his 1963 Corvette Stingray. That year marked the 50th anniversary of the Stingray, as well.

This year, his No. 78 will be joined at the track by other Rolling Bones hot rods for the first time. The shop turns out just two cars a year, and out of the 22 or so they’ve built, nine will be at Laguna this year. They’ll have a display in the paddock and run exhibition laps each day.

“It’ll be something different in the paddock this year,” McIntyre said. “We have a really great group of cars coming to Monterey.”

Several are traveling from other states, as well as one from Alberta, Canada. Some are making the full 3,000-mile trip, while others are trailering.

Regardless of how they’re arriving, while each Rolling Bones car is one of a kind, they’re not trailer queens.

“These cars are not shiny, beautiful,



PHOTO/LEGGETT & LEGGETT MEDIA

A collection of custom-built Rolling Bones hot rods will assemble at Laguna Seca, where they’ll be on display and run exhibition laps during the Rolex Monterey Motorsports Reunion.

glossy hot rods — these are very industrial and purpose-built,” he explained, and they often show the patina of thousands of miles on the road.

“Crisscrossing the United States in these cars is not uncommon for the Rolling Bones gang,” he said. “Some of the cars have gone back and forth a dozen times or more.”

McIntyre will be heading north from his Burbank home and will also bring his Stingray — since this year marks the 70th anniversary of Corvette — and the 1968 Camaro he’ll be racing in the 1966-1972 Trans-Am class.

“We’re going to be there in full bloom this year,” he said.

Too much fun

Like many in the automotive world, McIntyre was hooked on cars from a young age. But unlike many, he built a successful company and career around his passion.

“My mother told me, ‘If you ever decide to race a car, don’t tell me.’ She saw it in me,” recalled McIntyre, who was born in 1947 in Sherman Oaks.

See **SPEEDY** page 36Cd'E





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PHOTO/COURTESY GORDON MURRAY AUTOMOTIVE

Gordon Murray, CBE (in foreground, above left) designed the most important supercar of all time, the McLaren F1, and before that, world-championship-winning cars for two major teams. Now, he creates bespoke vehicles under his own name and is bringing some — including the new T.33 Spyder (above right) — to Car Week events.

World-famous designer brings creations, knowledge, enthusiasm

By MARY SCHLEY

AS A young boy, the son of a mechanic who worked on racing cars and a frequent spectator at tracks of all sorts, Gordon Murray knew he wanted to race. Since then, he’s won world championships, Formula 1 grand prix races and numerous other competitions, cementing his position on motorsports’ world stage — as a designer, not as a driver.

Murray, whose designs include what many consider to be the world’s greatest supercar, and who has since launched his own company, will be sharing his bespoke creations at The Quail and during the Rolex Monterey Motorsports Reunion, and will be returning as a judge at the Pebble Beach Concours d’Elegance as he has yearly for the past decade or so.

Too tall

“I’ve been a speed freak from about 4 years old,” said Murray, who was born in Durban, South Africa, in 1946. “I always wanted to be a racing driver. But I didn’t

know I would end up being 6-foot-4.”

In a sport that favors those with body types more akin to jockeys’ than to basketball players’, his height was an impediment, but his competitive spirit didn’t know it. He raced all sorts of two-wheeled machines and slot cars before building himself a race car when he was 18.

“Not having any free cash, I had to build the car,” a process that piqued his interest in design, he said. “At the same time, I was doing an apprenticeship at an engineering company, so I was making enough money to build the car.”

Murray didn’t attend university but spent his evenings doing a degree course in mechanical engineering. “It was an intense three or four years when I was getting my academic background and building the car,” he said.

Similar to a Lotus Seven, the car was equipped with a Ford engine and was stiffer and lighter than the Lotus, attributes that made it a better race car. It was called the T.1 — “T” standing for “Type.”

“I don’t remember coming in second,” Murray said during a video call from the South of France with The Pine Cone. “I either crashed or won.”

Four weeks at sea

In his 20s and ever more committed to a career in motorsports, he realized there wasn’t much of a future for him in South Africa, so he sold everything he had — including the T.1 — and moved to England.

“My two loves were music and racing, and the UK in the ’60s and ’70s was the epicenter of both,” he said. The journey took four weeks by ship, and he arrived during a mini-recession, without a job.

See **MURRAY** page 44Cd'E

Concours WEEK

SECTION 2

EMCEE

From page 4Cd'E

a partner showed a Jaguar KX120 and won. That was when she first met Sandra Button, director of the Concours, although she was always aware of her. “She’s a force of nature,” said Stretton.

Fast-forward to just recently, knowing that Derek Hill, the former emcee, would be stepping down. Button saw Stretton in action, hosting a British motorsport awards ceremony in London. She approached Stretton afterwards, telling her they needed to talk. Said Stretton, “I don’t know what we need to talk about, but I’d be honored — a phrase that is used too often but not

always sincerely — and I sincerely mean it here.”

Stretton brings her personality and racing experience to the mic. She noted that when you’re broadcasting, “particularly if there’s a red flag or an incident on the track, you need to have a good knowledge of the track” to take up air time when there’s no action. “I am a chatty person; I love chatting away with people. Where they went on holiday, their family, their kids. Being able to fill in the blanks,” she said.

Bringing people together

Her love of cars and automobile history also contribute to her performance. “A car isn’t just a lump of metal,” she said. “One of the things I love about cars is that they’re this window of history and they tell a story

of society. People were no longer marrying in their 10-mile radius. Cars have been integral to bringing people together,” she said.

Stretton is thrilled to be a part of the Concours. “It is the blue-ribbon concours — the quality of cars that they have on the lawn, the way the cars are curated — it is second to none. And the location is pretty special. When you combine these amazing cars — and because of the cars, the amazing people in that location — it’s a recipe that’s hard to beat,” she observed.

“I am so enthusiastic about this,” she said. Be sure to greet her if you spot her this weekend. She encourages people to ask her anything, “I love to talk about cars and hearing people’s stories.” And, in case you were wondering, “My mother is now proud,” she said.



PHOTOS/(LEFT) KERRY BELSER, (RIGHT) MICHAEL TROUTMAN, DMT IMAGING

Last year’s Best of Show winner at the Pebble Beach Concours d’Elegance was this incomparable 1932 Duesenberg J Figoni Sports Torpedo (right) owned by Lee Anderson of Naples, Fla. This year’s Best of Show will be revealed by the Concours’ new emcee, Amanda Stretton. Another car that had its moment on the show ramp last year was this 1936 Lincoln K-330 LeBaron Convertible Roadster (left), owned by Harry and Heather Clark and Hilary Barr of Paradise Valley, Ariz.

CHARITIES

From page 8Cd'E

charity partner” with the Concours “helps to make this possible.”

The museum’s school subsidy program offers reduced field trip rates or free admission for those who qualify, and complimentary chaperones for schools and child development agencies that serve low-income children and their families.

“We are proud of the partnerships we have formed with our fellow nonprofit community, and we look forward to continuing to serve these children better in the future,” Cohen said.

MY Museum is also a member of Museums for All, a national program that allows any family with an EBT or WIC card to visit the museum anytime for a reduced \$2 per person admission for up to four people.

This year marks only the second that MY Museum has been a Concours d’Elegance charitable partner, and Cohen said the nonprofit is thrilled to be included.

“Being a charity drawing partner has meant so much to us,” she explained. “After being closed for over 15 months during the pandemic, the museum has had a lot of catching up to do, and this opportunity has allowed us to focus on serving our families again — in person.”

Early childhood

Cohen pointed to the importance of early childhood education and said MY Museum is “proud to play a role in enhancing our education systems by providing play, making opportunities available for families that might not otherwise receive it, and improving the quality of life for our little ones throughout Monterey County.”

To reserve tickets for the Mercedes Benz GLA 250, go to mymuseum.org/concours-drawing/ and a representative from the museum will contact you to collect payment. The winning entry will be drawn at the Peb-

ble Beach Concours d’Elegance on Sunday, Aug. 20. The winner does not need to be present to win.

United Way

Another important local organization — United Way Monterey County — is also selling \$100 tickets to raise money, but the vehicle up for grabs is a 2023 Lincoln Corsair valued at \$58,000. And like MY Museum, 100 percent of the proceeds pay for a program that benefits young children.

The United Way’s Monterey County Preschool Service Corps partners with local preschools to offer tutoring for kindergarten readiness. The organization explains what it involves and how it works.

“The program’s mission is to support kindergarten readiness by offering individualized tutoring for preschool children to develop language and literacy skills during their regular preschool day,” the nonprofit describes on its website. “Our long-term goal is for children to read independently by the end of third grade so they can succeed in fourth grade and beyond.”

Preparing children for kindergarten is evidently a

real need, since an astonishing 75 percent of children going into kindergarten in Monterey County are not yet at age-level competency in language and literacy and/or English language development skills, according to United Way.

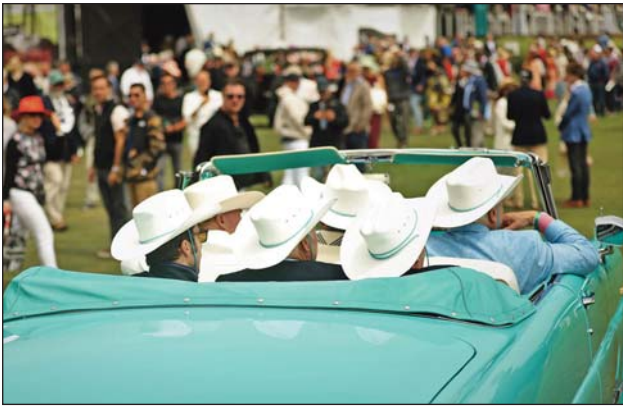
“The direct, ongoing tutoring sessions provided by Preschool Service Corps members,” those who help the kids, “will serve to address this gap,” the nonprofit said.

Language and literacy

Preschool Service Corps members provide tutoring sessions each week, totaling 15 hours of one-on-one or small group interactions.

An “assortment of books, resources and educational activities” are used to “enhance their tutoring sessions,” according to the nonprofit. “In addition to focusing on student achievement, the program strives to develop students’ interest in language and literacy.”

To reserve a ticket for the 2023 Lincoln Corsair, go to shorturl.at/fijCE and submit the form. A United Way Monterey County representative will contact you to collect payment. Tickets can also be purchased by calling (831) 372-8026.



PHOTOS/(LEFT) KERRY BELSER, (RIGHT) MICHAEL TROUTMAN, DMT IMAGING

While some exhibitors don fancy cowboys hats to dial up the fun at the Pebble Beach Concours d’Elegance, for others, their amazing cars — such as this incomparable 1937 Talbot-Lago T150C-SS, shown by the Pearl Collection/ Fritz Burkard of Switzerland – are all that they need.

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

SPEEDY

From page 26Cd'E

When he was 9, she asked him what he planned to buy with his savings from his allowance, which was augmented by mowing lawns and delivering papers.

“I said, ‘That’s easy — I’m going to buy a car,’ and she said, ‘That’s cute,’” he remembered.

Cute, maybe, but also true. About five years later, McIntyre spotted a 1930 Ford Model A (the one he later drove across the country) down the street for sale for \$300. “I took my jar of money down, and the man drove it back for me.”

Owning the Ford allowed him to discover his penchant for mechanics, too. “It was a simple car, so I could take it apart and put it back together,” he said. “I learned everything I needed to know.”

Making parts

McIntyre subsequently studied engineering and manufacturing, and then started a business making car parts, first for the late, great Carroll Shelby’s Cobras, in the early 1960s.

“All around me was this intense racing culture,” he said. “When I was making parts for cars, I realized right away, ‘How could you not love an AC Cobra?’ I was only 22, and I just couldn’t think of anything but having a Cobra.”

He bought one and soon befriended another owner, but they quickly realized they couldn’t truly take advantage of their cars on public roads without ending up arrested or dead.

“We went to Willow Springs raceway and rented the track for \$50 or something,” McIntyre said. “We had no idea what we were doing, and we went and just started driving around.”

They learned enough, though, and were subsequently invited to race. “Of course, I didn’t tell Mom,” he said.

McIntyre began racing his Cobra in earnest in 1973, and a decade or so after his initial outing, his mother casually asked what he planned to do during the coming weekend. He told her he was going to the races with some friends, and after she named some of them, he asked how she knew who would be there.

“She said, ‘I’m reading an article in the L.A. Times about a race, and you’re in it,’” she said. The cat was finally out of the bag, and when she asked if she could go to the track, too, he agreed.

After the Cobra, McIntyre ran his 1963 Stingray on the track for another 10 years, and then he restored the 1968 Camaro he has been racing in the Trans-Am group ever since. “That’s more fun than anybody ought to have,” he said.

McIntyre particularly loves vintage racing because it strikes the right balance.

“I always wanted to race cars, but I didn’t want to race so seriously that it would interrupt my real life, so this allows me to do just what I want to do,” he said. “It really is remarkable.”

He drives the Camaro in a half-dozen or so races a year and knows all the other drivers in the vintage Trans-Am group. They travel together, stay in the same hotels and dine in the same restaurants.

“We go all over the country and just have a ball doing this, and it turns out to be almost as serious a commitment as real racing, but without the real competitiveness,” he said. “When you look in the rear-view mirror and lock eyes with the guy behind you, you know you’ll be having dinner together in an hour or two.”

During the past six decades, McIntyre has also grown his company from the small outfit that began making chrome emblems to one that fills five buildings and employs a lot of people, all still in Burbank. The badges and other emblems on Toyotas and Nissans come from ASCSO, for example, and the company also designs and manufactures interior lighting and trim components. “It’s a boyhood dream come true,” he said.

TURKEYS

From page 17Cd'E

sembles a surprised insect) that was manufactured in the same German factory that made the famous Nazi fighter planes during World War II.

Another highlight, he said, will be a Citroën DS21 Safari Wagon, a French-built car that purportedly has a smoother ride than a Rolls-Royce due to its innovative suspension system.

Cease and desist!

Another unusual diamond in the rockpile will be a Pontiac MERA — a Fiero that has been kit-modified to be a near-perfect replica of a Ferrari 308.

“Those modification kits were actually sold by Pontiac dealers for a short time, but, as you can imagine, that didn’t last very long after Ferrari drowned Pontiac with a flood of cease-and-desist letters,” Galbraith said.

Lemons’ prestigious Worst of Show award was won last year by Monterey’s Dodi Khalil, who arrived with a derelict 1960 BMW 502, a backyard find. Khalil displayed the vehicle complete with the mummified opossum he found inside.

Lemons’ judges, who enthusiastically encourage bribes (typically food and beverages), include Wayne Carini of the “Chasing Classic Cars” TV series, NA-SCAR team owner Ray Evernham and renowned car designer Peter Brock, who helped design the ’63 Corvette and was responsible for the Cobra Daytona coupe.

“We also have actual judges from other concours — legitimate, respectable concours — who I’m not at liberty to identify because they prefer to remain anonymous, lest their good names be soiled by any association with Lemons,” he said.

More information about Concours d’LeMons and images from past events can be found at 24hoursoflemons.com.

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MONTEREY PENINSULA HOME TEAM

SCHOLARS

From page 10Cd'E

Lawrence, Kan., native Casey Maxon graduated from McPherson College in 2013 with a degree in historic automotive restoration technology, a hybrid, he said, of learning about the past and doing hands-on restoration work. A history buff who grew up building hot rods and restoring old cars with his dad, Maxon realized a degree from McPherson would satisfy both interests. He was awarded the Phil Hill Scholarship in 2011, two years before he graduated. It allowed him to attend the Concours d'Elegance, where he met Hill's son, race car driver Derek Hill. The scholarship also helped him secure an internship at the world-famous Petersen Automotive Museum in Los Angeles.

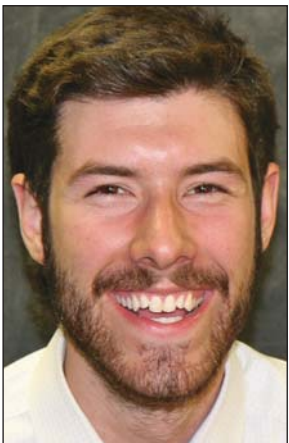
"There I was, in a small town in the middle of the country," said Maxon. "I didn't know anyone at Pebble Beach or any other concours, but I believed that if I attended McPherson, worked hard and came up with internship possibilities, I could get my foot in the door. It worked out."

Preserving history

Maxon, 32, works for Hagerty Drivers Foundation, an organization dedicated to preserving automotive history and culture and ensuring future generations have access to related hobbies and professions. His association began as an internship, which turned into a full-time position once he graduated from McPherson. "Our program works in partnership with the National Park Service and the Library of Congress, which document things like George Washington's home and the Statue of Liberty," he said. "We have the National Historic Vehicle Register, through which I've been documenting Amelia Earhart's 1937 Cord 812 convertible, her last car before she went missing." Phil Hill scholar Kalila Haddad was working in a repair shop and attending technical college when a

professor, who noted her interest in the historical and artistic aspects of the trade, referred her to McPherson College. "My major was historic automotive restoration, which allowed me to pair my studies with all the hands-on restoration courses," she said. "The more I learned about the historical nature of these cars, the more interest I took in archival work."

While studying at McPherson, Haddad interned at the Revs Institute in Naples, Fla., an experience which ignited her desire to work for a collection or in research, perhaps for a library or auction company. Her interests and intentions were further confirmed when she was awarded the Phil Hill Scholarship, her ticket to attend the Concours d'Elegance. "It was a total whirlwind. I attended nearly every year after that with my previous employer, who is an active participant," she said. "I had some amazing experiences, such as presenting cars for judging, answering spectator questions, riding along on the Tour d'Elegance, and participating in the auction space." Following graduation, Haddad spent eight years working with an eclectic collection in Santa Barbara, through which she learned about how to approach the provenance of historic vehicles. She found it a rewarding job, which helped prepare her for the next phase in her career. Nearly three years ago, Haddad, 36, became the archivist for the Ralph Lauren Collection, an expansive assemblage of automobiles the prolific designer and automobile enthusiast keeps fully functional and, she



PHOTOS/COURTESY PEBBLE BEACH CONCOURS D'ELEGANCE

Taking photos is part of the job for Phil Hill Scholarship recipient Casey Maxon, a Kansas native who graduated from McPherson College. He works for the Hagerty Drivers Foundation, preserving automotive history and culture.

said, ready to be driven at a moment's notice. Haddad grew up in Kansas City, Mo., within a family culture that appreciates older cars. When she was very little, her parents' daily drivers were 1957 Chevrol-ets, in which she learned how to shift gears before her feet could touch the floorboards. As she grew up, her parents taught her to understand and appreciate every collector car they acquired. "My mom still sends me shots of old cars she sees around town," Haddad said. "My fiancé — a vintage sports-car mechanic I met in college — and I have our own little collection of old cars together. Hopefully, if we have children, they will have their own appreciation of old cars from making memories as a family." In addition to the Phil Hill Scholarship, there's a Pebble Beach Concours d'Elegance scholarship named for Jules "J." and Sally Heumann — J. Heumann won Best of Show at the event in 1972 with his 1922 Hispano-Suiza, the same year he and his colleague Lorin Tryon were asked to co-chair the Concours. Yet another scholarship is named for the late automotive journalist, John Lamm.

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VANDERBILT

From page 12Cd'E

expected, selection committee member and judge Colin Fechtmeir of Los Gatos is looking forward to some interesting entries. And lots of power.

“Definitely seek the cars out,” he advised. “It’s incredibly visceral and incredibly exciting to hear them, even at an idle. When they start them, they shake the ground — and maybe spit fire.” Fechtmeir said that this era marked the first time automobiles were factory-built specially for racing.

“The manufacturers said, ‘We’ll show we have the technology to build really fast cars.’” They could hit speeds of more than 100 mph — on tires that were 3 inches wide. Though Vanderbilt created a paved raceway, it wasn’t anything like the highways we know today, Fechtmeir said. And in many races, drivers routinely encountered farm equipment and horses, nails from horseshoes and other debris.

Mountains of tires

The 30-gallon fuel tank in each vehicle is behind the open-cockpit driver compartment. “Fuel efficiency was just terrible,” he observed. And, he added, “Death was common. Drivers who survived were heroes.” They didn’t have helmets (except for leather ones sometimes seen in photos) and safety features familiar to modern drivers were nonexistent.

Underneath the long hoods associated with the era are huge, low-revving

engines from a period when bigger was presumed to be better. But by the 1910s, faster, lighter engines began to appear, leaving their older, much larger, predecessors behind.

The 1906 Locomobile that will be on the show field is on loan from the Ford Museum in Dearborn, Mich. It's known as "Old No. 16," for the number it was wearing when driver George Robertson and mechanic Glenn Ethridge won the Vanderbilt Cup — "the first time an American-built car won a major international road-circuit race," according to the museum's historians.

Produced by the Locomobile Company of Bridgeport, Conn., it placed 10th in the 1906 Vanderbilt Cup, despite completing the fastest lap in the race. It took first place in 1908, setting a record of 64.3 mph for 258 miles and besting 16 other racers.

Racers there helped put the “pit” in “pit stop,” too. The pits were “literally sunken into the ground,” said Feichtmeir, to a depth of 3 to 4 feet. The cars carried spare tires, which were changed frequently.

According to a magazine article cited on vanderbiltcupraces.com (the passion project of a Long Island historian), “Mountains of tires were dumped into the pits ... to say nothing of the rivers of gasoline and oil.”

In the 1908 Vanderbilt Cup, only the driver and his “mechanician,” as they were called, were permitted to work on the cars. In 1910, the rule was amended to allow them to add two more people to the pit crew.

Two Fiats will make an appearance, but they're not the little, boxy economy numbers the name has come to evoke in the mass market. "They're fabulous cars," commented Feichtmeir, "the top of the radiator and the top of the hood are 6 feet off the ground."

Respect for preservationists

A Benz will be coming from Washington State, and an Itala will be brought from Virginia. Feichtmeir, a longtime

fan of American cars built before 1920, is as excited as anyone else to see them.

At age 14, he became a lifetime member of the Horseless Carriage Club of America and, with his younger brother, bought his first antique — a Model T Ford — five years later. His affection for the older cars hasn't waned in the intervening years, nor has his admiration for those who restore them.

“We’re the beneficiaries” of preservationists and collectors, he said.




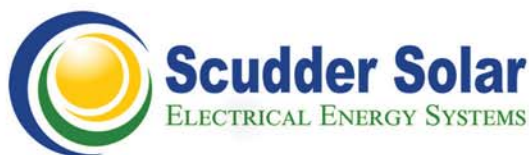
PHOTO/KERRY BELSER

Whether it's a prize-winning Locomobile or a sexy racecar, the moment of truth for any car entered in the Pebble Beach Concours is when the judges start taking a close look.

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

In the thick of Car Week, options for entertainment and ogling still abound

By MARY SCHLEY

THE MONTEREY Peninsula’s world-famous homage to all things automotive is well underway, the streets are packed with people and all sorts of beautiful machines, and more than a dozen events are already in the history books. But many more opportunities remain for the aficionados who have traveled from far and wide to be here.

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 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 significance. In the late 1950s, Laguna Seca was built to accommodate the racing that had begun in Del Monte Forest, and the first vintage races — now known as the Rolex Monterey Motorsports Reunion — were held

there in 1974.

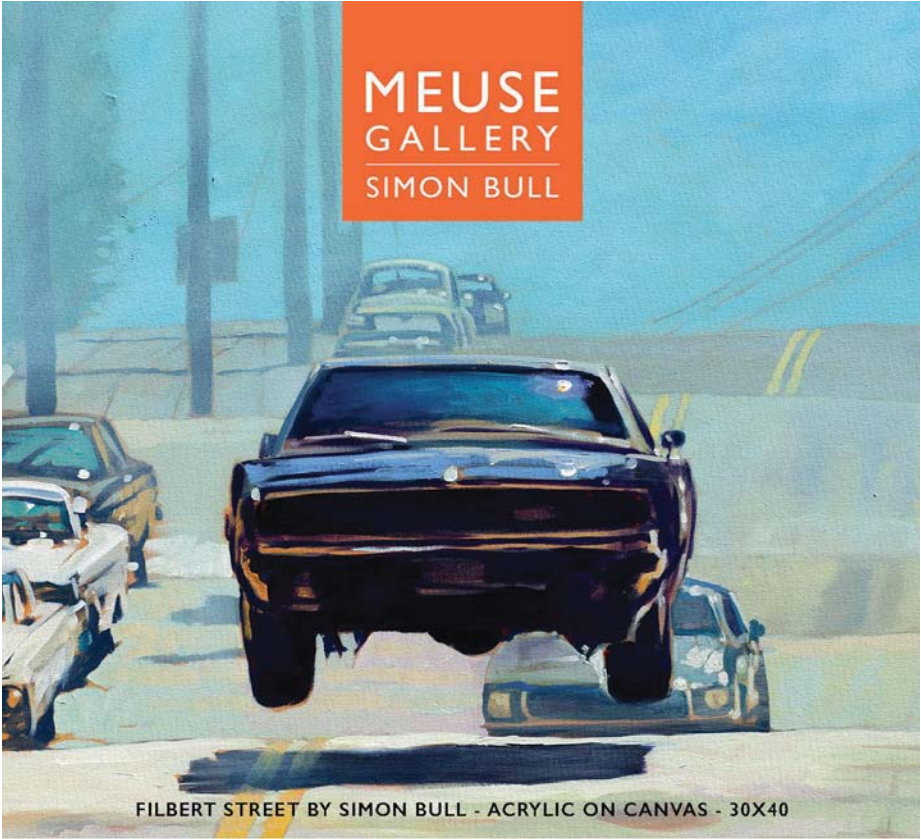
Since those early years, so many associated events have blossomed that Car Week now spans more than 10 days and stretches from Seaside to Big Sur.

Keeping pace with that ongoing evolution is The Pine Cone’s coverage, with its must-read special sections that anyone who cares about anything automotive should rush to pick up or download. A highlight of those editions is our comprehensive calendar of Car Week’s numerous amazing events.

Take your time to examine this detailed look at everything this car lover’s paradise has to offer, including sales of old cars, new cars, rare cars, motorcycles, and memorabilia, rallies, tours and seminars, a decadent day of wining and dining among notable racing and collector cars, an homage to all things Italian, scintillating racing and a beloved concours of automotive unmentionables. Pick and choose the ideal lineup to match your enthusiasm and budget.

■ Rolex Monterey Motorsports Reunion

See **CALENDAR** page 45Cd'E



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MURRAY

From page 29Cd'E

“It took me about six months to find a job, and I was very, very lucky,” Murray recalled. It was 1970, and he walked into the offices at Brabham after hearing the racing team and manufacturer was looking for a designer. He had no appointment but managed to get in with technical director Ron Tauranac.

“He was a very, very practical engineer,” Murray said of the Australian. “He wasn’t interested in my qualifications but was really interested in that I had built my own car, including the engine.”

His first year with the company was founder Jack Brabham’s last, and he worked alongside a handful of other designers on Formula 2 and Formula 3 cars. It didn’t take long for Tauranac to recognize Murray’s talents and skills, among them conducting stress analyses and handling complex geometry.

“He gave me more work to do on bits and pieces of Formula 1 cars,” he said.

Doing it all

When Bernie Ecclestone bought Brabham (he later became chief of Formula 1 racing), he quickly promoted Murray.

“I was chief designer of a Formula 1 team at 25 or 26, and within a year, he promoted me to director and I was running a Formula 1 team at 27,” he recalled. “I was doing everything.”

While handling the paperwork was simple in those days, Murray also de-

signed and drew all 600 parts, helped with the packing, engineered the team’s two cars at each race and handled transportation. In 1974, a Murray-designed car, the BT44, took its first grand prix, and more successes followed.

“I had three weeks’ vacation in the first 11 years of Formula 1,” he said. “I should have been terrified, now that I think about it. I was exhausted.”

Maxed out?

Murray put in 17 years at Brabham, helping the team win dozens of grand prix races and two world championships. He decided it was time to shift gears and leave racing. “I thought I’d staff a small consultancy and look at doing supercars and use my Formula 1 experience to do a road car,” he said.

But the McLaren team “was desperate for a new technical director” and persuaded Murray to come onboard. “I insisted on only three years, so that would be 20 years in Formula 1,” he said, and he subsequently helped McLaren win the world championships in 1988, 1989 and 1990.

Murray had no reluctance in leaving Formula 1, but he “had to find something that was equally exciting to do.” The boss at McLaren was open to the idea of developing a road car, and he got the nod to design it.

“I got to walk into an empty building and from the ground up

build a company and build a car — and that car, of course, was the McLaren F1,” he said. The design took the automotive world by storm and is still widely considered to be the greatest supercar of all time, given its style, beauty and power. (Gooding & Co. set records when a 1995 McLaren F1 went for \$20,465,000 at the Pebble Beach auction in 2021.)

“But then we went racing,” he said, as customers wanted to see competition versions of their car on the track. A race-based iteration of the F1 won the 24 Hours of Le Mans and two world sports car championships.

He left McLaren in 2005 and two

years later started his eponymous company, Gordon Murray Design, where he could focus on using various lightweight but strong composites that his previous partners “weren’t really keen on,” but which fascinated him.

Evolution

Now, his Gordon Murray Group incorporates Gordon Murray Automotive, Gordon Murray Design, Gordon Murray Electronics and Gordon Murray Heritage. Beyond building its own range of supercars, the group designs “innova-

See **SKILLS** page 46Cd'E



PHOTOS/COURTESY GORDON MURRAY AUTOMOTIVE

Gordon Murray (left) brought in retired IndyCar driver and sports commentator Dario Franchitti (right) as a consultant, test driver and brand ambassador for the Gordon Murray Group.



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

CALENDAR

From page 41Cd'E

WeatherTech Raceway
Laguna Seca
Friday-Saturday, Aug. 18-19

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 highlights the 70th anniversary of Chevrolet’s Corvette. Every era and generation of Corvette — from the earliest iterations to the future’s 2024 E-Ray — will be featured on the track, in the paddock, in displays and in the Corvette corrals.

The four-day Reunion includes a whole lot of racing, with both A and B groups practicing Wednesday, qualifying Thursday, and then racing Friday and Saturday, leaving Sunday for the Pebble Beach Concours d’Elegance — and a community day and hillclimbs up the Corkscrew for those who prefer to stay at the track.

Each of the nearly 500 cars was cleared for entry by a governing committee that considered its authenticity, race provenance and the historical accuracy of its mechanical preparation and livery.

“Experience rare cars firing up, being worked on, and driven as they were originally intended,” organizers said. “Add in family activities, refined food options and opportunities to rub shoulders with legendary drivers, the Rolex Monterey Motorsports Reunion is a full sensory experience.”

Single-day tickets for the remaining days are \$75 for Friday and \$115 for Saturday, while a two-day ticket runs \$155, and some higher-end options are available, too. For full ticket information and schedule, visit weathertechcaceway.com or call (831) 242-8200.

■ Broad Arrow Auctions
Monterey Jet Center
Friday, Aug. 18, 1 p.m.
(Preview Aug. 18, 9 a.m. to 1 p.m.)

The Broad Arrow Auction debuted at the Monterey Jet Center last year when Hagerty took over Gordon and Molly McCall’s airport party and rebranded it as Motorlux. This year, the sale has expanded to two days and “has taken on a new identity, Radius,” according to organizers. Broad Arrow Auctions is a Hagerty company.

The auctions will offer an assortment of pre-war American and European classics, along with a wide array of modern collectibles and supercars. Cars offered for auction were on display during the Motorlux event on Wednesday, with the auctions taking place Thursday and Friday.

Admission to the public preview is free. Auction attendance is reserved for consignors, registered bidders and their guests. Bidder registration is \$200 and includes admission for two and an auction catalog. To register, email bid@broadarrowgroup.com. For more information visit broadarrowauctions.com.

See **EVENTS** next page



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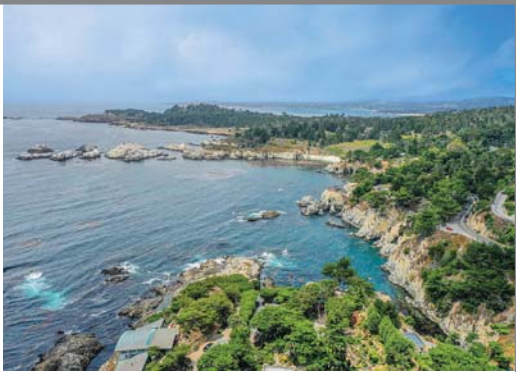
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EVENTS

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■ **RM Sotheby’s Monterey Auction**
Monterey Conference Center
Friday-Saturday, Aug. 18-19, 5:30 p.m. (Public previews 10 a.m. to 4 p.m. Aug. 18-19)

Last year’s Monterey sale, where more than \$239.2 million exchanged hands, made RM Sotheby’s the highest-grossing collector car auction of all time. The world’s largest collector-car auction house has been an institution during the Peninsula’s Concours Week for more than a quarter-century and will put hundreds of high-caliber motor cars on the block again this year.

Many lots have storied pasts and superior pedigrees, and during its history in Monterey, RM Sotheby’s has facilitated the sale of hundreds of cars that exceeded the million-dollar mark. In 2018, “the world’s most important, desirable and legendary motor car,” the 1962 Ferrari 250 GTO by Scaglietti, sold for \$44 million. Its 2022 auction eclipsed the \$148,528,300 in total sales made the previous year, and nine of the 10 most expensive cars sold during Car Week last year were sold by RM Sotheby’s. (A 1955 Ferrari 410 Sport Spider by Scaglietti topped the list at \$22,005,000.)

Previews of the 208 lots up for auction this year are open to the general public for a fee that can be paid onsite, 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.

■ **Pebble Beach RetroAuto**
Concours Village
Friday-Saturday, Aug. 18-19, 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,

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SKILLS

From page 44Cd'E

tive and disruptive manufacturing technologies” that change the status quo, components used by manufacturers, “reshapes conventional approaches to automotive product design and develops advanced electrified powertrains.” Next year, the company will finish construction of a new campus in Surrey that will house vehicle design, engineering, manufacturing and testing facilities alongside a customer and heritage center.

“Six of us walked in on day one, and we spent the next 15 or 16 years developing what we call iStream,” a system for designing and building cars that are lighter and more environmentally friendly but don’t sacrifice safety and comfort, Murray explained. In 2017, he and his team celebrated 50 years of car design by designing another supercar for the road, the T.50. The limited production run of 100 vehicles sold out within 48 hours of going on sale priced at \$3 million-plus before taxes.

In 2019, Murray was awarded the Commander of the Most Excellent Order of the British Empire, now bearing “CBE” after his name.

“Everything we do at Gordon Murray Automotive is based on the same exact seven principles,” he said, including delivering “the ultimate driving experience by design — from beautiful analog controls to a fantastic V12 engine,” running a premium car company unlike any other, striving for the lightest weight possible, and ensuring every car is beautiful, bespoke and “a piece of engineering art.”

Producing no more than 100 of each hand-built model, Murray’s company promises exclusivity, as well.

During Car Week, fans and aficionados will have a chance to see Murray’s creations at The Quail and at the Rolex Monterey Motorsports Reunion at WeatherTech Raceway Laguna Seca, where Murray’s first championship-winning car, the Brabham BT44, will be on display as well.

He’s bringing the new T.33 Spider and a customer-owned T.50. “We’ll also bring the T.50s, which nobody has seen yet,” he said. The prototype is “a track-only version of the T.50.”

“They always look better in the flesh,” he said. “We’re trying to design beautiful cars that will look good in 30 or 40 years’ time.”

A fun week

He’ll also be on the grass at Pebble during the Aug. 20 Concours d’Elegance. “I judge every year,” he said, and has for about a decade.

“They normally give me technical innovation,” Murray said. “I love it, because I find things on very old cars that I thought were invented at a much later stage.”

And, like many Car Week regulars, he looks forward to August each year.

“I get to have a few decent meals and catch up with some old mates,” he said. “I just love coming there. I like Carmel, for a start, but I just love the whole buzz. It’s a very special feeling if you’re a car nut like me, and of course there are all sorts of interesting cars parked everywhere.”

Downtown Carmel, especially, seems to attract remarkable vehicles — including the occasional McLaren F1. “That’s always a bit of a shock,” he said. “With McLaren F1s now fetching \$25 million, you don’t see them as much on the street.”

“My other favorite is walking around the paddock at Laguna Seca,” he said. “Everybody is very friendly, and you have 400 cars” to admire.

A man with short brown hair, smiling, wearing a white short-sleeved button-down shirt with a blue and pink floral pattern. He is standing outdoors next to a swimming pool with blue water. In the background, there are green bushes and a stone wall.

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

EXHIBITS

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RetroAuto is “an automobilia enthusiast’s dream,” according to the folks at Pebble Beach, as it features “a highly curated selection of rare collectibles and memorabilia from the automotive past,” as well as “the latest luxury goods and technological tools of the present.”

Located in Concours Village at Pebble Beach, RetroAuto features “an elegant and thoughtfully curated collection” of more than two dozen exhibitors offering rare collectables, historic automobilia, art and literature, jewelry, clothing, hats, tools and official Pebble Beach Concours d’Elegance merchandise. New this year, Brewjee Coffee will be serving flavored coffees, cold brew, steeped tea, bottled water and assorted pastries.

On Friday, RetroAuto will host Meet the Author sessions, too.

Attendance is free. Details are at pebblebeachconcours.net.

■ Pebble Beach
Classic Car Forum
Concours Village

Friday-Saturday,
Aug. 18-19, times vary

The Pebble Beach Classic Car Forum brings together “key automotive figures to discuss some of the most interesting topics facing the collector car world today,” and the talks promise to be informative and educational, with fans get-

ting the rare opportunity to hear from automotive luminaries as they discuss collecting, racing, history — and everything else.

This year’s lineup includes “Tomorrow’s Concours, Car Shows and Cruise Nights,” “Petrolicious Presents: The Rise of Restomods — Have They Outgrown Their Name?,” “The Flat-Six Revolution: A Culture Beyond Stuttgart,” “Spike’s Car Radio Live: At The 2023 Pebble Beach Classic Car Forums,” “Twice Around The Clock: Legends of Le Mans,” “Talking Classic Cars Live With Wayne Carini & Jay Ward,” and “How To Build A Supercar In 100 Days.”

Reservations are required, and ticket prices run from free to \$75. Details on speakers and times can be found at pebblebeachconcours.net.

■ Mecum Monterey Auction
Hyatt Regency Hotel & Spa,
Monterey

Friday-Saturday, Aug. 18-19, gates
open at 8 a.m., auctions begin at 9

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.

See SHOWS next page

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

SHOWS

From previous page

“The Daytime Auction” is open to buyers, sellers and spectators, featuring its always eclectic collection of hundreds of vehicles. The auctions also include motorcycles and tractors, as well as engines and “road art,” which is offered for an hour in the arena each morning before that day’s auction begins.

The lots for sale run the gamut, covering American and European makes and models of all vintages and styles, from century-old specimens to modern-day prototypes. The variety is impressive, ensuring the auctions will be entertaining for buyers and looky-loos alike.

The auctions will also be broadcast on MotorTrend TV. General admission is available for \$20 per day in advance or \$30 at the gate, and children 12 and younger get in free. The Hyatt Regency Monterey is located at 1 Old Golf Course Road. For tickets, schedule information, to consign a vehicle or to register as a bidder, visit mecum.com or call (262) 275-5050.

■ **Porsche Zentrum Dream Studio**
The barns at Cooper Molera, Monterey
Friday-Saturday Aug. 18-19

Held for several years at The Quail, the Porsche Zentrum moved to downtown Monterey last year, taking up residence in the barns at the historic Cooper Molera adobe for three days of art and

autos, and is doing so again this year.

“Join us at the Porsche Dream Studio — an inviting playground filled with inspiring vehicle displays, interactive art installations and thought-provoking conversations,” the pitch line reads. “The Porsche Dream Studio is the perfect playground for car and art enthusiasts alike to think outside the box and see what happens when you allow yourself to dream in full color.”

Activities include drives in Porsche’s electric Taycan, yoga, interactive art, discussions, and a networking brunch for women.

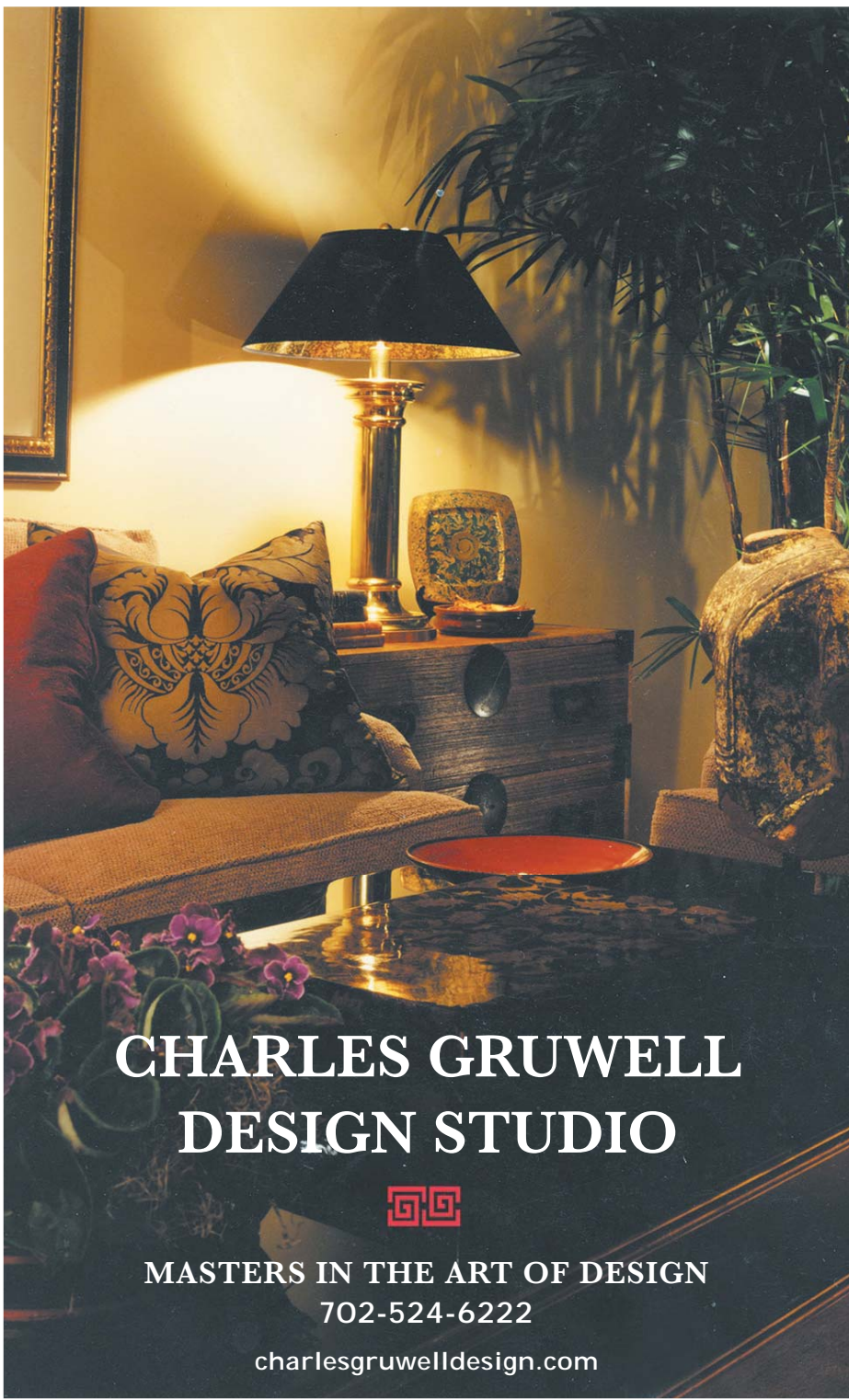
Find more information and register at porsche-ezentrum.us/montereycar-week23.

■ **Bonhams Quail Lodge Auction**
Quail Lodge, Carmel Valley
Friday, Aug. 18, at 11 a.m. (Public preview 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 Car Week, The Quail — A Motorsports Gathering. For decades, Bonhams has held an auction at Quail Lodge, and the sale takes place in an expansive open space, allowing buyers, sellers, spectators and others to enjoy the Carmel Valley sunshine as well as the cars.

Held in a large tent, the sale itself is traditional, with bids accepted from clients in the room, though spectators can

See **HISTORIC** next page



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

HISTORIC

From previous page

watch online. This year, 109 lots will be offered, including several notable vehicles expected to fetch seven-digit sales prices.

Bidder registration is \$150, while previews are \$120 for a catalog and admission for two people for all days or \$40 for an auction guide and admission for one for all days. Admission is included for attendees of The Quail. The auction is held on Quail Lodge's West Field at 27050 Rancho San Carlos Road. Contact motors.us@bonhams.com and visit bonhams.com/auction/28011/the-quail-auction for more information.

■ The Quail, A Motorsports Gathering

Quail Lodge, Carmel Valley

Friday, Aug. 18, 10 a.m. to 4 p.m.

As "The Q" celebrates its 20th year, it continues to enjoy significant recognition and success — and to be one of the most coveted tickets during Car Week. 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. In November 2021, all that effort was recognized when the event was named Concours of the Year at the Historic Motoring Awards at the Rosewood Hotel in London.

In honor of its 20th anniversary, this year's event will showcase four featured classes — the 50th Anniversary of the 1973 RS Carrera, Porsche 959s, Early Bentley 1950s R-Type Coupe and Eyes on Italian Design — alongside its traditional classes of Post-War Sports, Post-War Racing, Supercars, The Great Ferraris, Custom Coachwork, and Sports and Racing Motorcycles.

In addition, The Q has become *the* place for debuting new models, and more than a dozen of the world's most prominent automakers will host vehicle unveilings there this year. Many others will display unique specimens from the past, present and future.

Visit peninsula.com/en/signature-events/events/motorsports for information. To join the waitlist, email thequail@quailodge.com.

■ Werks Reunion Monterey

Monterey Pines Golf Course

Friday, Aug. 18, 7 a.m. to 4 p.m.

Fans of Porsche have a space all their own at the Werks Reunion, which was created by the Porsche Club of America and welcomes all 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 said. Owners can display their cars in

See **MARQUES** next page

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MARQUES

From previous page

model-specific Porsche corrals for \$119 or enter the judged field to compete in more than 20 categories for \$164.

Gates open at 7 a.m., breakfast and lunch items are available until 10, and the bars are open from 10 a.m. to 4 p.m. Food trucks will offer lunch items between 11:30 a.m. and 1 p.m. While the show is free, parking costs \$40, cash only. Monterey Pines is located at 1250 Garden Road. Visit werksreunion.com/monterey.cfm.

**■ Pacific Grove Rotary
Concours Auto Rally
Lighthouse Avenue, Pacific Grove
Aug. 18, noon staging, 5 p.m. tour**

Launched in 1995 with the help of the late Carroll Shelby, 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. The rally is geared for people who own and drive their classic, vintage, sports and luxury cars, and allows owners to show them off along Lighthouse Avenue before heading out for an afternoon drive. It draws more than 200 participants and thousands of spectators who browse the cars while they're parked or line up along the route to watch them pass. Departing from Lighthouse Avenue at 5 p.m., the drive

follows a route along the scenic Pacific Grove shoreline and 17 Mile Drive through Pebble Beach before returning to Pacific Grove.

Proceeds support Rotary Club of Pacific Grove projects and local youth programs. For more information, call (831) 372-3861 or visit pgrotary.org/annual-pacific-grove-concours-auto-rally.

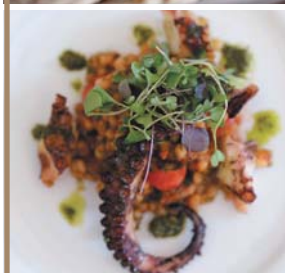
■ Pebble Beach Auctions
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Pebble Beach Parc du Concours
*Friday, Aug. 18, at 5 p.m. and Sat-
urday, Aug. 19, at 11 a.m. (Previews
various hours Aug. 18-19.)*

The official auction house of the world-renowned Pebble Beach Concours d'Elegance for nearly two decades and the only sale held within the gates of Del Monte Forest, Gooding & Company will this year offer 170 lots, marking the auction house's largest lineup of vehicles for a single event to date and "presenting a diverse and robust selection suitable for just about any collector's taste and inclination." This year's headliner is a beautifully preserved, unrestored 1962 Ferrari 250 GT SWB Berlinetta that's expected to fetch as much as \$11 million. It will figure prominently among many prized Italian offerings ranging from 1950s competition cars to 1990s supercars, many expected to go for seven-digit prices.

See **PRECIOUS** next page



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

PRECIOUS

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Last year, Gooding & Co. facilitated \$109,559,870 in transactions, selling 28 cars for figures well over \$1,000,000 and setting five new world records at auction.

The auctions take place in the Parc du Concours pavilion located near Stevenson Drive and Portola Road. Catalogs are \$120, which includes admission for two to the viewing and the auctions, while general admission is \$50 per person for the viewing and auctions. Bidder registration is \$200. See goodingco.com/auction/pebble-beach-auctions-2023 for details.

■ **History & Hot Rods**
Employnet, Garden Road,
Monterey
Friday, Aug. 18, 4 to 8 p.m.

Another new Car Week event, this one billing itself as the car show for locals, will feature World War II vehicles, classic American cars, hot rods, collector cars, live music, BBQ, and beer and wine.

Tickets are \$40 for adults, and kids 12 and under are free. Employnet is located at 2555 Garden Road in Monterey. Search for "History & Hot Rods" at eventbrite.com.

■ **Exotics on Broadway**
Broadway Avenue, Seaside
Saturday, Aug. 19, 1 to 6 p.m.

"It all began with a vision to bring

something new and fresh to Monterey Car Week, and with that, Exotics on Broadway was born." Eight years later, the show dedicated to supercars, hypercars and exotic cars is now billed as "the most anticipated show during Monterey Car Week."

"Exotics on Broadway showcases some of the most rare and exciting cars of our time alongside the companies and brands that can take these cars to the next level in performance and showmanship," according to organizers. This year's featured marque is Pagani.

EoB works with Make-A-Wish Foundation to grant VIP experiences for children in the program. For more information, visit exoticsonbroadway.com.

■ **25th Annual Ferrari Event**
at the Barnyard
Barnyard shopping center, Carmel
Saturday, Aug. 19, 4 to 7 p.m.

The Big Sur Food & Wine curates the Ferrari Event at the Barnyard and is 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 to complement small bites offered by Barnyard restaurants and live music on the terrace at O'Callaghan's.

Guests are encouraged to make reservations to dine in one of the shopping

See **RARE** next page

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

RARE

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center’s many restaurants after the party. The ticket price is \$75. Order through thebarnyard.com/events. The Barnyard is located off of Carmel Rancho Boulevard near Highway 1.

■ Concours d’Lemons
Seaside City Hall

Saturday, Aug. 19, 8 a.m. to 1 p.m.

“Bigger and dumber every year,” the Monterey Peninsula’s celebration of “the oddball, the mundane and the truly awful of the automotive world” will be back on the lawn at Seaside City Hall.

“The Concours d’Lemons returns as a bad oil stain on the face of Monterey Auto Week. Hoopties of all description will rattle and clatter their way to Seaside City Hall, where they will be subjected to capricious celebrity judges and adoring fans,” said founder and “head gasket” Alan Galbraith.

The highly sought-after trophies sourced from thrift stores are awarded to cars in classes such as Rust Belt American Junk, Needlessly Complex Italian and Soul-Sucking Japanese Appliance, as well as in special classes such as Best Back Seat, Slightly Better Than a Go-Kart, Sight for Sour Eyes and Driving on a Prayer. The show culminates in the presentation of the Worst of Show trophy and a car care gift pack from Griot’s Garage, “the only car care products on the planet good enough to make these

hoopties look nice.” The whole debacle will be immortalized by Classic Motorsports Magazine, according to Galbraith, and is sponsored by Hagerty — “so blame them.” There is no charge to stroll through the automotive nightmares, while registering your hooptie costs \$15 and can be done through eventbrite.com up to the day of the show.

■ Concorso Italiano
Bayonet Golf Course, Seaside

Saturday, Aug. 19, 10 a.m. to 3 p.m.

A celebration of all things Italian — most importantly, 800 to 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.” Adding to that is this year’s new Ladies’ Fancy Hat Contest that will take place on the main stage during lunch.

Admission is \$310, but VIP upgrades are available in the form of the CI Club, which includes entrance into the Friday afternoon welcome reception, early entry on Saturday (including breakfast), cocktails and cigars, lunch, VIP parking, premier seating and viewing, gifts and

See **PRICEY** next page

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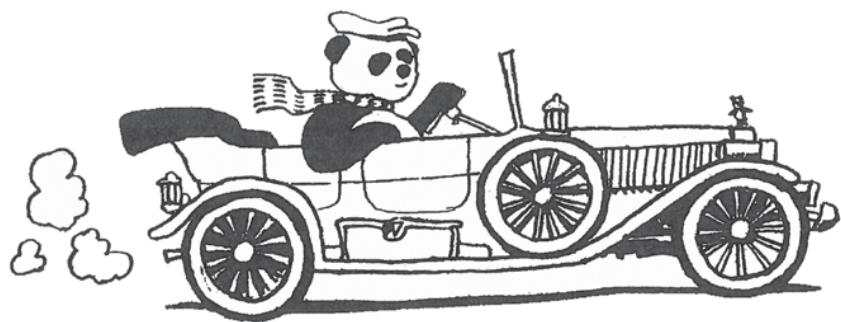
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PRICEY

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other goodies. Bayonet Golf Course is located at 1 McClure Way in Seaside. Visit concorso.com.

Go to concorso.ticketspice.com/connect2cars-2023.

■ Monterey Motorsports Festival

Monterey Fairgrounds

Saturday, Aug. 19, 11 a.m. to 10 p.m.

Another brand-new event on the Car Week calendar, the Monterey Motorsports Festival has partnered with Mecum Auctions as its title sponsor and promises “distinct, immersive counterpoints to current Car Week experiences.”

The festival will showcase all types of “moving technologies — ranging from exotic cars to off-road and hyper-cool, tech-focused equipment and heavy steel,” along with live entertainment, dancing groups, racing simulators, food courts, outdoor bars and more.

Spread out over 22 acres, the festival will be divided into a dozen distinct areas, each offering a unique experience. Guests can expect automotive displays of all types, motorcycles, off-road vehicles, electric bicycles, live workshops and demonstrations, meet-and-greets with business leaders and other activities.

General admission is \$121.78, with teenagers admitted for \$51.02 and discounts given for military, first respond-

ers and public servants. A VIP Lounge Experience, including live entertainment and exclusive networking opportunities, catered food and beverages, and more, costs \$290.55. For more information, visit montereymotorsportsfestival.com.

■ Hillclimb and Party in the Paddock WeatherTech Raceway Laguna Seca

Sunday, Aug. 20, 7 a.m.

Track officials last year decided to end the Rolex Monterey Motorsports Reunion on Saturday so the races wouldn't compete with Sunday's Pebble Beach Concours d'Elegance, but they couldn't just let Laguna go quiet. To mark the end of Car Week, race cars, invited special guests and others will drive the circuit clockwise from near the start/finish line through the tight Turn 11 and up through the iconic Corkscrew.

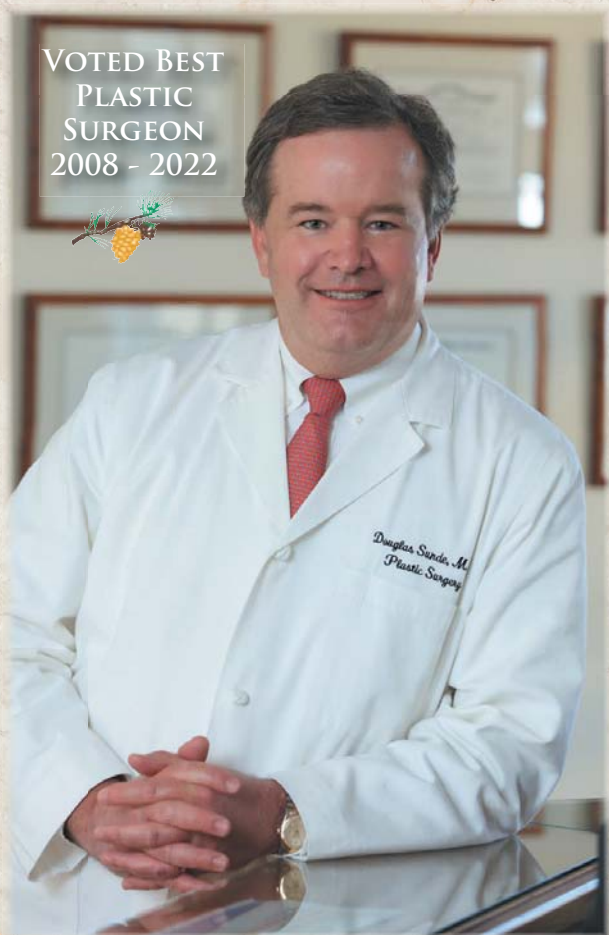
After its inaugural year, the hillclimb has expanded to three groups: historic race cars that competed in the Rolex Monterey Motorsports Reunion, newer non-race cars from automakers, and the exhibition/specialty class that last year featured the likes of Matt Field's 1,000-horsepower drifting Corvette and the “Doc Hudson” Hornet based on the animated movie, “Cars.”

The “community day” and its party in the paddock will also include a kid zone and Ferris wheel, car corrals and parade

See UNIQUE next page

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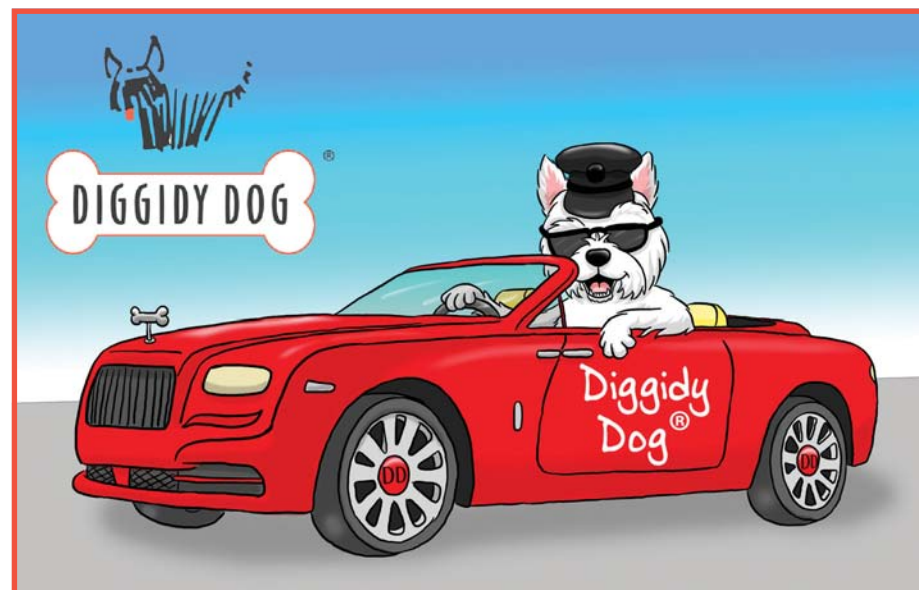
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UNIQUE

From previous page

laps, DJ and live music, food vendors and marketplace, and \$25 pace car rides. Tickets are \$35 for adults, while children 15 and under are free with a paying adult. They're available at the gate or on-line at weathertechraceway.com.

■ **Pebble Beach Concours d'Elegance**
Pebble Beach Golf Links
Sunday, Aug. 20, 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 \$35 million for charity, including a stunning \$2.82 million last year. 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.

Fancy hats and all sorts of fashion complement the stunning coastline, Champagne, parties, fine food and superlative people watching that come with this annual celebration of 200 amazing motorcars from all over the world. “Originally a small social event paired

with a road race through the pine and cypress forests of Pebble Beach, the Pebble Beach Concours d'Elegance has grown into the top-ranking collector car competition in the world,” organizers said, and most other modern concours around the world trace their roots to Pebble Beach.

In addition to the traditional classes, featured classes this year will celebrate the streamlined creations of designer Joseph Figoni, the power and grandeur of the Mercedes-Benz S Series, the magnificently monstrous racing greats that competed in the era of the Vanderbilt Cup Races, and the marques of McLaren and Lamborghini — both marking 60th anniversaries — Porsche (75 years) and Pegaso. There will be special displays of Postwar Luxury Cars and American Dream Cars of the 1950s, as well.

This year also marks the debut of the Concours' new Master of Ceremonies, Amanda Stretton, the United Kingdom's leading female motorsport, classic car and automotive TV broadcaster. Stretton will replace Derek Hill, who has filled the role for the last eight years.

The Concours benefits the United Way of Monterey County, the Pebble Beach Company Foundation and Boys & Girls Clubs of Monterey County and nearly 90 other charities. General admission tickets, which include parking, shuttle service and commemorative program, are \$575. Kids under 12 are admitted free. Tickets for premium experiences are sold out. For more info, call (877) 693-0009 or visit pebblebeachconcours.com.



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