CONCOURS VEEK

Inside: Why wedges are in fashion, an explorer's unique car, the Mistral mystery, all the can't-miss events, and so much more!



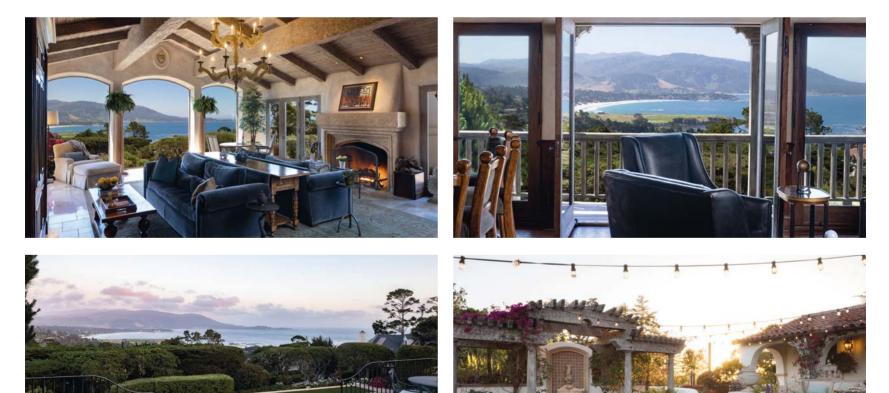
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At Pebble Beach on Sunday you can see a different kind of wedge

By ELAINE HESSER

OOD THINGS come in wedges, like pizza, cheese, pie ... and cars.

The Pebble Beach Concours d'Elegance has a featured class this year honoring those futuristic automobiles of the 1950s through the 1980s and beyond.

Ken Gross, a 30-year chief class judge at Pebble Beach who serves on the Concours selection committee, talked about some of the display and show cars that are slated to be at Pebble Beach Aug. 18.

When it comes to the 1955 Ghia Streamline X "Gilda" coupe, he said there's quite a bit to love. It was designed by Virgil Exner, whom Gross described as a painter with "very artistic" ideas that struck a chord in 1955, when Chrysler's cars had "hit a wall" and become quite "stodgy."

'Very impractical'

Exner had begun his career as an artist in advertising, drawing promotional pictures for Studebaker trucks. He was hired to design cars for General Motors, and the New York Times reported in a 2007 retrospective that by age 30, Exner was in charge of styling for Pontiac. He became the first styling chief of the Chrysler Corporation. If you've ever lusted after a ride with the aerodynamic tailfins that appeared between 1955 and 1963, you should know they're Exner's work, part of the company's "Forward Look" of those years.

Sleek to the point of appearing nearly flat, and fitted with arrow-shaped door handles, the Gilda - named for a 1946 noir film that starred Rita Hayworth — remains futuristic, even in 2024.

Gross noted that for the most part, the wedge cars "are very impractical," and it's hard to imagine driving or even getting in and out of some of them.

Take the 1970 Ferrari 512S Modulo Pininfarina coupe, which will also make an appearance. Pininfarina refers to the venerable design firm and carriage-building

See **WEDGES** page 36Cd'E



Wedge cars on display at this year's Concours will include the 1955 Ghia Streamline X "Gilda" coupe (left), designed by Virgil Exner, who also innovated Chrysler's tailfins. The 1970 Lancia Stratos Zero (right) is a mere 33 inches high. At other events, onlookers



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A car with a story of adventure, bravery and a remarkable woman

By LISA CRAWFORD WATSON

S AN an Arctic explorer in 1926, Louise Arner Boyd chartered the supply ship Hobby, previously used by famed explorer Roald Amundsen, to lead her own hunting and filming expedition to the Arctic. In 1928, she led a rescue mission in the Arctic Ocean, searching more than 10,000 miles of water for some lost explorers. And in 1919, she bought a touring car, and, accompanied by her chauffeur, traveled across America when nearly all of the "highways" were dirt roads.

Most people haven't heard of Boyd, but her 1934

Packard will be on display at the Pebble Beach Concours d'Elegance on Sunday.

Revolutionary

Born in San Rafael in 1887 to prominent parents — her father was in banking and was rumored to have had ties to gold mining — Boyd was raised in Marin County and the Oakland Hills. She grew up leading an adventurous outdoor life, hunting, fishing, camping and riding horseback alongside two older brothers, until she lost both to hearts weakened by the ravages of rheumatic fever.

Eleven years later, she lost both parents in 12 months. She inherited their fortune and used it to fund a life of international expeditions, particularly throughout Greenland and the Arctic, efforts that provided strategically significant information to Allied forces during World War II.

A pioneer who died two days shy of her 85th birthday, Boyd left behind considerable revolutionary research, academic honors, publications — and a 1934 Packard Twelve 1108 custom convertible sedan by Dietrich. She had commissioned its custom silver hood ornament to resemble a polar bear.

"It is a very novel scenario to have a car which has a history this rich that's largely untold," said Travis LaVine, who heads up Indiana-based LaVine Restorations, Inc. The firm — renowned for more than 40 years for its work on various makes and models of classic American and European automobiles — restored the Packard, which he described as "particularly fun" to research, especially as the passion and intrigue around it spread through the staff.

More than Earhart

"An important step is to delve into the story behind it to understand its provenance and value," LaVine said. "We are very big on women's empowerment in this company, and to see office manager Kayleigh Andrews

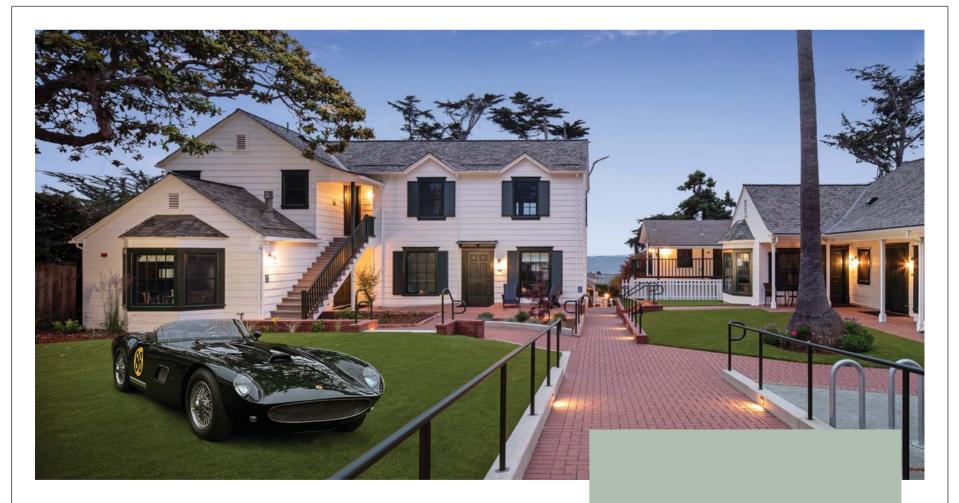
See BOYD page 38Cd'E



PHOTOS/COURTESY LAVINE RESTORATIONS

Louise Arner Boyd (right) is shown signing the Fliers and Explorers Globe, which includes signatures of Charles Lindbergh and Amelia Earhart. In 1934 (left), she took a three-month journey through Eastern Europe in her Packard.





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ONCOURS WEEK

It turned out to be way more than just a derelict Maserati

By LISA CRAWFORD WATSON

AN FRANCISCO Bay area collector Michael Rubenstein has been a car buff all his life. He's had a particular penchant for Maserati — something about the design of the company's Mistral has always resonated with him.

"Around 2006 or so, I decided I had to have one," he said. "Starting with the typical sources, I called Maserati clubs around the world. Finally, I talked to the head of the Maserati club in Toronto who, as a dealer and a master mechanic, had owned a Mistral for 25 years and was going to sell it because he was becoming a priest and was selling all his worldly goods."

Perfect and red

Rubenstein got on a plane and flew to Toronto to see the car.

"It was everything he said it was. It

was perfect, and it was red," said Rubenstein. "And I thought, 'God wants me to have this car.' So, I bought it."

When Rubenstein began showing the car, it became a family affair. Even his eldest grandson — who was 13 at the time — participated, making sure the wheels and tires were spotless once they rolled onto the green.

"We loved it and had great fun with it until my wife got cancer," he recalled. "Keeping the car didn't make sense any-

> more," he said, so he sold it — something he called "in retrospect, a terrible mistake."

After a number of years, Rubenstein received an email from the executor of a large estate who had a car he couldn't identify. He hoped Rubenstein could.

"He sent me a picture of a Mistral, and I could hardly believe it," Rubenstein said. "Once again, here came a Mistral, a total barn find that had been sitting under a ramp in a building in San Francisco, unloved for 40 years. The heirs knew nothing about it. They'd never looked at it and didn't even have a key for it."

Rubenstein, with his son-in-law, Tim Hoxie, and

Gene O'Gorman, a foremost collector and authority on Maseratis, went to see the car.

"Unlike my red one, which was absolutely perfect, this one was very sad," Rubenstein said. "It needed a lot of work. Still, Tim and I thought about it and decided we had to have it. We were going to make it a daily driver, something fun to drive around. But the car was a mess. It took a lot just to get it started."

Will history repeat?

Rubenstein called Frank Zucchi, an authority on restoring and painting Mistrals who had helped him with his red car and asked him to paint it.

"Frank already had so many projects, he said he was too busy," said Rubenstein. "I told him I was going to put my Mistral on a trailer and send it to him so he could tell me what he thought about it." He didn't hear from Zucchi for three weeks.

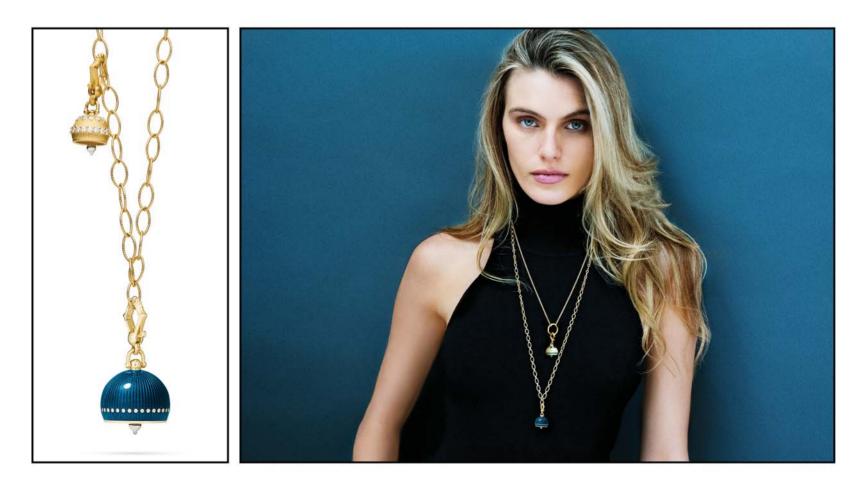
Later, when he followed up and asked Zucchi's thoughts on his 1964 heap, he responded with an unexpected comment.

"In 1968, my father restored a 1964 Mistral, and we won Best of Show with it at the Pebble Beach Concours d'Elegance," Zucchi told him.

"He ran inside and came out with a photo of a beautiful Mistral surrounded

See MISTRAL page 24Cd'E

PAUL MORELLI





PHOTOS/COURTESY WILLIAM C. BROOKS, PEBBLE BEACH CONCOURS D'ELEGANCE

You can see Michael Rubenstein's newly restored Mistral at Pebble Beach Sunday. Seen here in 1968, it won Best of Show, but was later neglected for decades.

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ONCOURS WEEK

British motorsports legend to make Laguna Seca debut

By MARY SCHLEY

ENSON BUTTON has done a lot in motorsports, and he's done it all over the globe. In the world's top tier of racing, Formula 1, over a 17-year career, he earned 15 victories, stood on the podium 50 times and won the championship once.

He's competed in rally and GT cars, and even offroad in a truck. In 2023, he drove in the NASCAR Cup series — including racing through the streets of Chicago — and he's driving this year in the FIA World Endurance Championships. He's also recently gotten into vintage racing.

But the 44-year-old British racing driver has never fought for a checkered flag at Laguna Seca.

That will change at the Rolex Monterey Motorsports Reunion Aug. 15-17, when he tests the limits of his very rare 1952 Jaguar C-Type — originally Argentine racer Juan Manuel Fangio's daily driver — and a 1967 Alfa Romeo GT Jr. This year's event marks the 50th anniversary of vintage racing at the track.

'I have to race here'

Button (no relation to the Concours chairman) said he has been on the track at Laguna once in a Lotus and attended his first vintage races there last year as a Rolex Testimonee, which is what the luxury brand calls its elite ambassadors.

"I really look forward to driving there," he said Friday during a call from a vacation home in France. "Last year — that's the moment I said, 'I have to race here next year.""

Despite his indisputable skills behind the wheel of practically any kind of vehicle, Button might have a time of it on the tarmac at WeatherTech Raceway Laguna Seca, a curvy 2.238-mile course with a lot of elevation changes. The C-Type is heavy — somewhere north of 2,000 pounds — with the skinny tires of the period and drum brakes. When Button bought it a few years ago, it didn't even have seatbelts, but now it's far better equipped for safety, he said.

The lore surrounding the car has it that Fangio, who was racing for Ferrari at the time, was told in no uncer-

See **BUTTON** page 24Cd'E



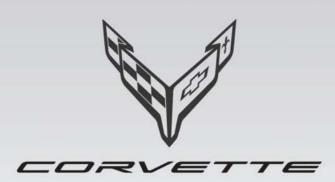


hotos/(left) courtesy laguna seca, (right) stefan cooper

A former Formula 1 World Champion who raced at motorsports' top level for 17 years and has driven in many other competitive capacities, Jenson Button (above right, at Laguna Seca last year) said he's looking forward to trying to tame his 1952 Jaguar C-Type (above left) at the Rolex Monterey Motorsports Reunion.

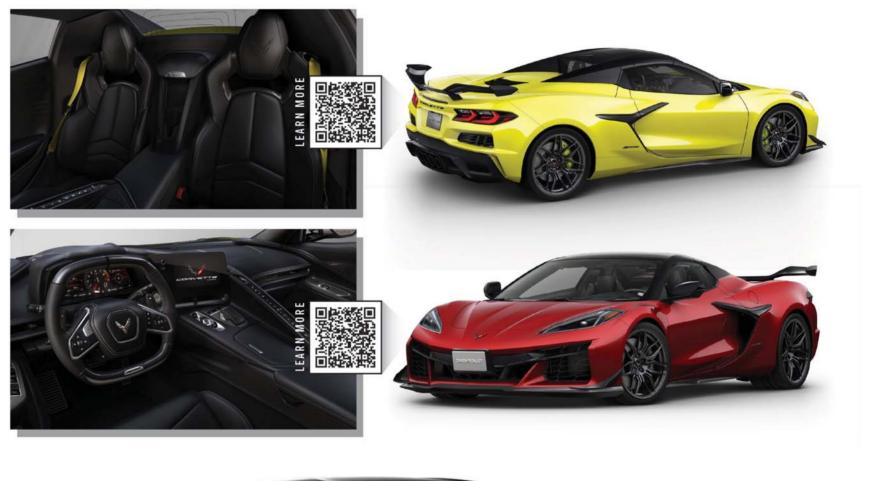


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CONCOURS WEEK

Taking a shine to some of the most beautiful cars in the world

By CARLIN JARDINE

Y PASSION for cars has been forever," said Andrew Reed, owner of A Brilliant Shine/Ceramic Pro, an automotive detailing studio in Carmel Valley. "I love going fast. I hate going slow. I talk fast, try to think fast, and I work fast when it's safe to do so," he professed. He said that all he ever wanted was to drive high-performance race cars and live in the world of automotive excellence.

To become a professional driver, however, requires relentless dedication to being the best. "Once you realize what racing is and what it takes to reach that level, it has to be 100 percent of what you think about and what you do," he said. To attempt it demands total commitment and very little time for anything else — not to mention the staggering costs involved. Reed realized early on that the racing part of his dream would be a hobby, not a career.

He was born in Monterey in 1991 and moved to Palm Springs, where he completed his education through high school. He attended the NASCAR Technical Institute in North Carolina, focusing on engine-building and race car development. While there, he worked for a manufacturer of high-performance race car engines in the quality control department, where he sat for eight hours a day — with magnifying eyeglasses on

> — searching for ten-thousandths-of-an-inch defects in engine parts. The work gave him an eye for minute detail, a skill that has served him well. "I see things others can't," noted Reed.

Recognition

Returning to Southern California, he started a detailing business out of the back of his truck and eventually migrated back to the Monterey Peninsula in 2015, expanding to a shop in Carmel Valley, where he added ceramic coating and paint protection film to his menu of services.

Brilliant Shine's presence at the Pebble Beach Concourse d'Elegance is the result of incalculable hours of work. It's also proof that if you do something well enough, recognition follows — one car Reed's crew detailed was a finalist for Best of Show last year, and they've worked on three Best of Class winners since 2018, when they started prepping autos for the big event.

Lots of caffeine

"We have an 11-man team of seasoned detailing experts who are the very best at what they do. They're my extended family," said Reed. Most have been with him for 10 years, flying to Florida, Los Angeles and Arizona, where they got cars ready for auctions and worked at automobile shows in addition to owning their own detailing businesses and/ or maintaining elite automobile collections.

Timing of the detail work for the Concours depends on the car's arrival. "Last year, 'our' car — a 1930 Mercedes-Benz 710SS Special Roadster — arrived late. The team worked for 27 straight hours on site at Pebble Beach, resulting in over-exhaustion, over-caffeination, sunburned faces and weary eyes," along with that near-win for Best in Show, said Reed.

This year, the experts apply their skills and experience to a 1956 Mercedes-Benz 300 and a 1938 Grand Mercedes-Benz 770 W07 Pullman, set to arrive from

See **RESTORE** page 22Cd'E



Photo/courtesy a brilliant shini

Andrew Reed, who owns A Brilliant Shine/Ceramic Pro detailing studio in Carmel Valley, has been prepping cars for the Pebble Beach Concours d'Elegance since 2018.







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CONCOURS WEEK

Win a new car while aiding mental health and helping kids

By KELLY NIX

ONSIDER THIS: You fly into San Jose or Monterey airport to attend the Pebble Beach Concours d'Elegance but drive back home in a brand-new 2025 Mercedes-Benz. It could happen.

One of the main goals of the venerable automotive event is giving back to the community and those in need.

To help achieve that, the Concours offers charity drawings in which nonprofits can raise funds by selling tickets for a chance to win new automobiles donated by sponsors of the Aug. 18 Pebble Beach Concours d'Elegance. The drawing is the same day. "Charities get to keep 100 percent of the proceeds from the ticket sales," the Concours explains.

Improving mental health

One of the charitable groups that participate in the drawing is Montage Health Foundation, which will use the funds to help Ohana Center for Child and Adolescent Behavioral Health, its new youth mental health facility. The nonprofit, which is the parent company of Community Hospital of the Monterey Peninsula, is selling \$100 tickets for a chance to win a Mercedes-Benz SUV GLA 250 worth \$46,150.

Anybody can enter the drawing by reserving a ticket at montagehealth.org/concours, and attendance at

the event is not necessary to win. Tickets can also be purchased at the hospital's gift shop or by calling (831) 658-3630.

The funds will support Ohana's community health and prevention programs, said Michele Melicia Young, director of Montage Health Foundation.

"Montage Health Foundation and Ohana are thrilled to partner with the Pebble Beach Concours d'Elegance and Mercedes-Benz to improve mental health for youth and families in Monterey County," she told The Pine Cone.

The drawing is a great opportunity to make a "meaningful impact on the mental health of local youth," and

See **CHARITIES** page 20Cd'E



PHOTOS/COURTESY MONTAGE

This stunning architecture is home to the Ohana Center for Child and Adolescent Behavioral Health, which operator Montage Health characterizes as "Monterey County's transformative mental health program for kids, teens and parents." The innovative campus in Monterey is "designed to heal," Montage says.





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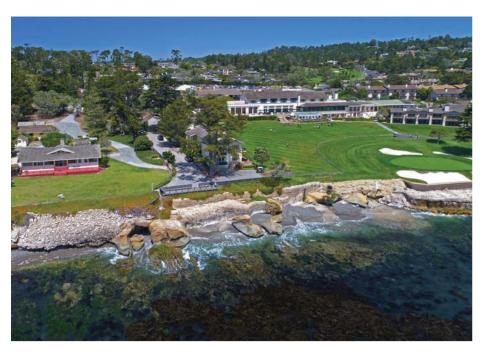
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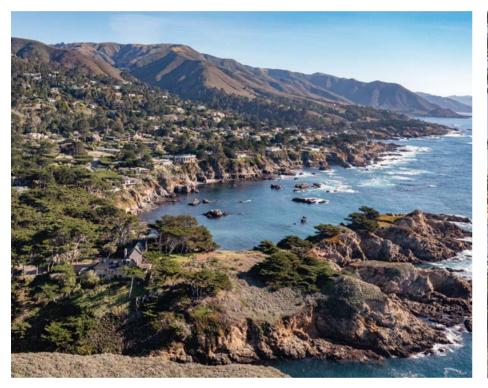
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CONCOURS WEEK

CHARITIES From page 17Cd'E

every ticket supports Ohana in its mission of helping kids and their families "build foundations of mental fitness," Young went on to say.

One in five young people suffers from some form of mental health disorder, and most mental health issues in adults can be traced back to their adolescence, according to Montage.

"Ohana's mental health services are needed now more than ever, and the funds raised from the drawing will help grow Ohana's resources in Monterey County so every child can flourish," Montage said.

By equipping youth and families with the tools, resources, and education to build mental fitness, Ohana's programs seek to reduce rates of mental health challenges.

"Ohana's Community Health and Prevention team of licensed care providers is leading and growing this work — both within Ohana's walls and out in the community," officials said.

The facility in Monterey's Ryan Ranch also offers a "full spectrum" of free classes, support groups and learning materials to "help build mental fitness" for young people, families and expectant parents. They're offered online and in person.

For information about Ohana Center for Child and Adolescent Behavioral Health, go to shorturl.at/ MIr0V.

Harmony At Home

Another local group that benefits from the Concours d'Elegance is Harmony At Home, a youth-centered charity with a straightforward yet extremely important mission: "To end the cycles of violence and abuse by empowering children and young adults with knowledge, skills and confidence to lead healthy and productive lives."

The nonprofit, which has offices in Carmel and Salinas, offers myriad programs and support for young people so they'll have the tools to overcome life's hurdles.

The nonprofit's Family First program offers help to mothers — including those who are pregnant — from 13 to 24 years old who didn't finish high school.

Services include individual meetings focused on education, parenting, family bonding activities and peer support groups. Harmony At Home president and CEO Julianne Leavy told The Pine Cone that the nonprofit received \$24,000 from the Pebble Beach Foundation, the Concours' fundraising arm, to support Family First.

'Learned so much'

Thirty new members of the program enrolled in school this year, 17 graduated from high school and five completed postsecondary programs. Leavy provided other statistics that point to its success.

"I've learned so much," a young woman who went through the program said, according to a testimonial Leavy provided. "It has helped me grow and be independent and responsible for not only myself but for my son. Being a single mom with no support can be tough, but the help that this program gave me showed me that I am not alone, and I got this."

Ninety-three percent of participants reported the program helped them "gain communication skills to improve or build healthy relationships," while 94 percent said it has helped them "improve parenting skills and learn more about child development."

Harmony At Home also offers a bullying prevention program that is offered to thousands of students, parents, teachers and school administrators every year.

"Our bullying prevention team supports our school partners with the implementation of a student-led assembly, class meetings," and staff trainings, parent workshops in English and Spanish, and community events, the group says.

The program has helped as many as 31,000 students from 52 schools in 13 school districts in Monterey County and Aromas during one school year.

Helping kids through divorce

Another program offered through Harmony At Home is Children 1st, a co-parenting program for those 5 to 18 and their parents who are divorcing or separating. The group's staff help children understand what causes divorce and separation, offering communication tools for expressing and sharing their feelings with parents, making sure kids realize they're not responsible for their parents' breakup, and explaining the emotions they and their parents might be experiencing.

The teachers help parents understand the impact of divorce on their kids, how to effectively communicate with them and their spouse during the process, and problem-solving and negotiating skills.

Harmony At Home's story began in 1997, when Leavy — inspired by the need for interventions to help child victims of domestic violence — launched Sticks & Stones, a school-based counseling program for children "who have learned to express their feelings in unhealthy ways."

Because kids sometimes repeat the patterns of violence they learn in their homes and communities, the program offers 10 weekly meetings with groups of two to five children.

"They learn healthy ways to express their feelings and are taught how to stay safe in a violent home," the group explains. "This furthers Harmony At Home's mission by breaking dysfunctional family patterns, thus promoting healthier family systems now and in the future."

For information about Harmony At Home, go to harmony-at-home.org.

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CONCOURS

RESTORE From page 16Cd'E

Germany and in contention for Best of Show. "The 770 is going to take forever to detail," said Reed. "Every single piece of aluminum or chrome trim has to be polished. Each wheel has to be taken off and everything underneath cleaned and polished. The wheels might have to be repainted. The detailing goal has to be met with military precision."

For Concours, the team will work only on those two cars. Each will be at the Carmel Valley detailing shop for intense three-day prepping. "Those days usually begin at 4 or 5 in the morning and almost always run to 19 hours. I probably sleep three hours a day during that part of the process. We bring them as close to perfection as humanly possible," Reed explained.

Finally, all surfaces are brought to a mirror-like finish with the final - labor-intensive - machine-waxing and polishing. They're then trailered to Pebble Beach for the start of the Tour d'Elegance, where the two Mercedes will join more than 100 other classic cars on the road trip down Highway 1 to Big Sur and back.

One more time

On their return, the cars will be rewashed in place at Pebble Beach. "We re-prep everything," said Reed. "We redress the tires, go through the engine compartment one more time, make sure there's no dust, dirt or oil leaks, then the cars are parked." On Sunday morning, they make sure there's no moisture on the paint.

There is nothing more prestigious than winning the Pebble Beach Concours, Reed said, "not only for the car's owner but for the detailing team that played a significant role in bringing that about." The depth of the competition at the event is remarkable. "We take great pride in what we do there, but it's not just the final look of the car that wins."

Entries are judged on originality and authenticity, as well as elegance, and it doesn't hurt if they're ultra-rare, as with the 1938 armor-plated Mercedes 770 built for the president of Portugal — one of only seven ever made.

Better than a check

Reed gets emails during the year from owners who want to make sure he and his team are the ones touching their cars at the Concours. "During the event, we get introduced to their families. 'This is our guy,' they say, and I love that. I like the recognition more than the paycheck," Reed added. "I especially appreciate dealing with people who have a global presence but can acknowledge someone as small as we are, working out of a 2,000-square-foot shop in Carmel Valley."

And that small facility has been seeing a lot of action this week. Along with the two cars being worked on for the Sunday's high-stakes competition, Reed and his team are occupied 24 hours a day detailing more than 200 vehicles for a number of auctions that are part of Car Week.

Although being a racing driver became a hobby for Reed, the second part of his life's passion — living in the world of automotive excellence and "super-cool cars," as he refers to them - seems to have been realized in spectacular fashion. He gets to apply his knowledge, skill and talent to some of the world's most breathtaking examples of automotive excellence in design, engineering, historical significance, beauty and dollar value. And he gets to do it where he lives with his wife and two daughters, practically on the doorstep of the world's most prestigious car show.



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Andrew Reed, who owns A Brilliant Shine/Ceramic Pro detailing studio in Carmel Valley, has been prepping cars for every Pebble Beach Concours d'Elegance since 2018

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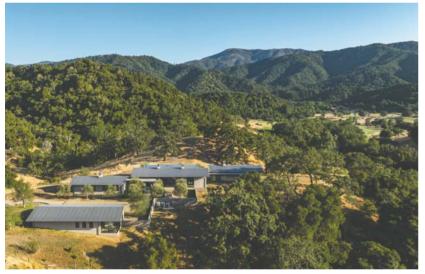
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BUTTON From page 12Cd'E

tain terms that he couldn't be seen driving around in the British car, so he had to sell it.

The Jaguar, the only one painted bronze, was raced in Argentina and moved to Europe a few decades ago, according to Button. There, it was entered in classic races at Le Mans, Monaco and Goodwood.

"The first time I drove it last year was at the Goodwood Revival," said Button, who has raced at the other main event there, the Goodwood Festival of Speed, for years.

Seeing it coming

Hitting 135 mph on the straight at Goodwood in a 70-year-old car with drum brakes can be a bit harrowing. "You can see the accident coming if it's going to happen — it takes like 10 seconds," he said, contrary to being behind the wheel of a modern F1 car, when it's over before you realize it.

While the Jag sports its original XKC engine block, it's been tuned by a modern crew that has coaxed 80 or 90 more horsepower out of it, putting it closer to the 300-horsepower mark.

"It's super powerful, but nothing else has changed," he said.

Button took the Jaguar out at Sonoma Raceway a few weeks ago, just to make sure everything was working properly and see how it handles on a tighter road course. He got better acquainted with its drum brakes - which require hitting the pedal hard enough to avoid too much feedback, but not so hard that you lock up the wheels.

"There are a lot more braking zones, so it's tough for a car like that," he said, adding that he's also learned it tends to jump out of gear in third, which can create tricky situations.

"It's a handful. I look forward to trying to tame it," he said. "Laguna Seca will be more challenging for the car."

STRAL From page 10Cd'E

by Phil Hill and all kinds of automobile dignitaries," Rubinstein said. Unbelievably, it turned out to be the same car.

Luckily, he persisted

In 1962, Zucchi's father, Arnold Zucchi, had established Continental Auto Body in Oakdale. As the story goes, four years later, he met Stanley Good, whose wife had ordered the '64 Mistral. Toward the end of '66, after getting into a fender bender at Tahoe, Good sought



Piloting a car that's way more analog than digital obviously requires a hands-on approach.

"You're kind of working in unison with the car," he said. "That's why I like classic car racing — you're more connected."

At Laguna, Button will also be tag-team driving an entirely different animal, a 1967 Alfa Romeo GT Jr. that has an engine roughly half the size of the Jag's and is quite a bit lighter than the English car's 2,200 pounds. It's also got wider, more contemporary racing tires.

"The Alfa GT Jr. has raced all its life," he said. "As soon as it rolled off the production line, it started racing."

Button is co-driving the Alfa in the Dan Gurney Saloon Car Enduro with friend Mazen Fawaz, the car's

owner. Fawaz is the CEO at Singer Vehicle Design in Los Angeles.

While he's in town, Button will also make a stop at The Quail — A Motorsports Gathering and host guests in his capacity as a Rolex Testimonee. He's looking forward to seeing his many friends in the industry.

"It's a really nice time to catch up with old friends and see a lot of great cars and machinery," he said.

Renaissance Man

Button, like many competitive drivers, started racing go-karts when he was a kid. He was 20 when he went to drive for the Williams F1 team in 2000, and was racing for the Honda team when the Great Recession hit in 2008 and the manufacturer pulled out, leaving him without a ride. Enter Ross Brawn, who bought the team for \$1 and ensured Button kept his job. He went on to win the championship in 2009.

After he left Formula 1 in 2017, Button went on to other racing pursuits. Among them, he said during a

someone to do the repairs, which is when he met the elder Zucchi, whose first name was Arnold.

"The car was still fairly new, and Good wanted to show it," said Frank Zucchi. "Dad detailed the heck out of it, tidied it up. They started showing the car in '67 and won everything. A year later, they took it to Pebble Beach, and it won."

Frank was 23 when he took over his father's business. "The last time we saw this car was around 1972," he said. "We never saw it again until Mike brought it in."

Understanding the work involved, Zucchi didn't want to restore the car. Yet once he recognized it, he called his dad, now 88, who confirmed the details of this particular Mistral.



At The Quail — A Motorsports Gathering in 2021, Jenson Button (left) shared stories and insights during a wide-ranging Fireside Chat with Philip Kadoorie, son of Sir Michael Kadoorie.

> Fireside Chat at The Quail in 2021, was his offer to race in the Baja 1000, a grueling off-road race, with a friend, as a birthday present.

> He got so into it that he bought a truck to race, only to have it break down up in the mountains at around the 235-mile mark, stranding him and his co-driver for 17 hours until they could be rescued by helicopter.

That put an end to his off-road driving efforts.

"I realized I don't like to get dirty," he quipped.

He has collaborated with Radford and Lotus to design cars and last year was asked by Mobil 1 — one of his former F1 sponsors — to race part-time in the NASCAR Cup. Button competed in several races, including an inaugural run on the streets of Chicago.

"It was a lot to get used to, but I enjoyed the challenge," he said Friday.

When he's not on the track or on the road, Button works as a commentator for Formula 1. Fortunately, the series takes its summer break in August, freeing him up for a trip to the Monterey Peninsula for Car Week.

"If Mike hadn't brought it to us, no one would have known this is the car that won at Pebble Beach. It's just a cool story," Zucchi said. "If it weren't for Mike, I wouldn't have restored it. Luckily, he was persistent."

'Truly spectacular'

Rubenstein and his son in law, to whom he has gifted the Mistral, look forward to bringing it to the Concours d'Elegance.

"It has been perfectly restored in a beautiful ivory with green leather interior," Rubenstein said. "It truly is spectacular and will be perfect when it arrives at Pebble Beach. We'll see what happens at Pebble 56 years after it won Best of Show. Maybe history will repeat itself."



Can you imagine the winner of the 1968 Pebble Beach Concours d'Elegance Best in Show award somehow ending up in this condition? This 1968 Maserati Mistral sat unloved and unattended for so long, its last owner's heirs couldn't even find the keys. Fortunately, Michael Rubinstein purchased it, and his favorite restorer turned out to be the son of the man who showed it in '68. They decided to fix it up and are bringing it back for a proper homecoming.

Your quide to the weekend's amazing automotive events starts on page 30Cd'E



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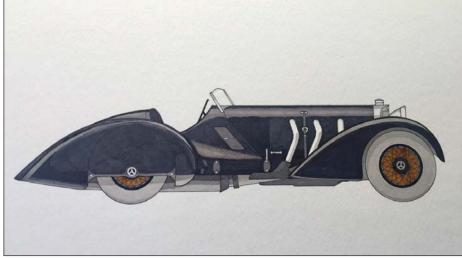
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Concours Week • The Carmel Pine Cone

29Cd'F





PHOTOS/MARY SCHLEY

Richard Williamson has spent a lot of time in the well-lit Monterey studio carefully drawing detailed renditions of Pebble Beach Concours Best of Show winners. Among his favorites is Ralph Lauren's 1930 Mercedes-Benz 710SSK Count Trossi Sports Roadster.

Monterey artist immortalizes Concours Best of Show winners

By MARY SCHLEY

S THE Pebble Beach Concours d'Elegance prepared to celebrate its 70th anniversary three years ago, Monterey resident Richard Williamson found himself tasked with creating detailed drawings of 50 Best of Show winners. Those images ended up not just in that year's program, but on scarfs, bags and other official gear sold at what's widely considered to be the world's most prestigious automotive event, which celebrates its 73rd year Aug. 18.

And now, in anticipation of the Concours' impending 75th anniversary, Williamson was asked in May to draw the remaining 25 Best of Show winners — including the cars that take that top honor this year, next year and in 2026.

Cars and Coffee

A custom clothier who creates sophisticated men's and women's clothing under the label Richard Fox, Williamson said the commission to draw the first 50 followed an auspicious meeting at a Cars and Coffee event at Laguna Seca several years ago.

"This man came up to me and said, 'You're English," recalled Williamson, who is indeed English.

So was the questioner. Nic Waller, it turned out, had spent 20 years working as director of marketing and design for England's Lavenham Group, which specializes in the publication of fine automotive books, and is a

member of the Pebble Beach Concours d'Elegance selection committee, among other high-level roles in the world of collector-car exhibitions.

The two became friends, and during a dinner visit, Waller spotted one of Williamson's cartoons - the walls of his and wife Debbie's home are adorned with art, including many of his original pieces — and suggested he might have an interesting job for the artist.

Just a few

The project started off small, with Williamson commissioned to draw a half-dozen Best of Show winners that Concours organizers planned to use on various items of merchandise and in publications.

"And then it just kept growing," he recalled. "And they continued contacting me and saying, 'Can you do a few more?'"

He was happy to.

"I have always doodled and drawn forever," he said. "And I loved technical drawing at school."

It also tapped into his longtime love of cars.

"It's kind of cool, because obviously all my life, there has been a Pebble Beach Concours, and I've always known about it because my dad knew about it and his friends knew about it, and they all loved cars," he said.

As a youth in Newcastle, Williamson recalled telling his father, who'd started off as a commercial artist, that he wanted to attend art school.

"And he said, 'No, there's no money in art," he said. Regardless, he found a way.

"I used to do a lot of technical drawings with my grandfather, Arthur Williamson, my father's father," he said. "He was a mechanical engineer and served in the First World War on the Yangtze River on torpedo boats."

After the war, the elder Williamson continued with mechanical engineering, but his hobby was rebuilding clocks in a well-equipped shed at his home. Together,



he and his grandson would carefully illustrate the innards of the machines.

"I found it fascinating," he said.

He took that interest to school, where in an end-ofyear project, he "had to demonstrate a bit of technical knowhow."

See ARTIST next page

It's not your imagination — you're old enough to be a classic

By ELAINE HESSER

F 'PUSHING past 55 and over the hill" is less about a Sunday drive and more about heading toward Social Security, then you've

probably already had this unnerving experience: Someone makes a reference to something that happened "back in the '90s," and you think, "Oh sure, about 10 years ago ... " and then realize that no, it was 30.

You can see that reflected on this year's show field at the Pebble Beach Concours d'Elegance, where event chairman Sandra Button said that for the first time, postwar — as in built after World War II — cars will outnumber older au-

tomobiles by 20 percent. "It wasn't too many years ago it hit 50/50 for the first time," she said. Button said the shift is a reflection of what collectors want, based on the numbers and types of entries they receive for each year's show. "We want to make sure the people who have the cars see their interests represented," she explained. In 1950, when the Concours began, Ferrari was one of the newer models - the company was just 11 years old. In the 1970s, Button said, "You saw a lot of Bentleys and Rolls-Royces." This year's entrants span 125 years of automotive history —the oldest is from 1898, and the newest is from 2023.

"Our global span is expanding, too," Button remarked. Of the 218 cars that will be spread out in all their splendor along the 17th and 18th fairways, 48 are coming from outside of the United States, representing owners from 17 countries.

'Space Age'



PHOTO/COURTESY MARY AND TED STAHL

This 1900 Benz Contra Duc is one of the two oldest cars in this year's Concours d'Elegance, but there will also be cars that are younger than Simone Biles.

The evolution of auto design is reflected throughout, but perhaps nowhere more than in the Wedge class, a group of sleek vehicles that date from 1955 to 2023. "Some are just Space Age," said Button. A collection of Land Rovers and Range Rovers associated with Queen Elizabeth II — who continued to drive throughout her reign — reflects some of the ways in which car culture is woven into history.

"Post-War" seems like an awfully broad range for the era we're in now. While that's still the lingo of hobbyists and collectors, Button mused that one day, the years after World War II may be divided into two (or more) eras. For now, just be reassured that it's not your imagination. Time definitely refuses to stand still.

CONCOURS WEEK

August 16, 2024

Three days left and there's still more to do than you can shake a stick at

By MARY SCHLEY

HETHER YOU'VE been here since Car Week officially kicked off Aug. 9 or are just arriving, the Monterey Peninsula's world-famous Car Week has plenty to offer.

Since 1950, automobile racing and showing have been part of the Peninsula's impressive cultural landscape, starting with a single-day road race through Del Monte Forest 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 evolved from a display of contemporary autos to a judged contest of collector cars and has since spawned similar events all over the world — though none match it.

In the late 1950s, Laguna Seca was built to accommodate the racing that had begun in Pebble Beach, and the first vintage races — now known as the Rolex Monterey Motorsports Reunion — debuted there a half-century ago.

Since those early years, so many associated events have blossomed that Car Week now spans 10 days and stretches from Seaside to Carmel Valley 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 Car Week-related should rush to pick up or download. A highlight of those editions is our comprehensive calendar of the area's numerous amazing events.

Take your time to examine this detailed look at everything the Monterey Peninsula has to offer as it transforms into an automotive utopia. The fun began with a downtown Monterey show of race cars that make the drive from Laguna Seca and back Aug. 9 and ends with the world-famous Pebble Beach Concours d'Elegance. Spanning those are celebrations of all aspects of vehicular genius: compelling and lively sales of old cars, new cars, rare cars, motorcycles, memorabilia — and everything else — rallies and tours, seminars and discussions,

See CALENDAR page 38Cd'E



(Left) Pebble Beach Co. president Dave Stivers presents the 2023 Concours d'Elegance Best of Show trophy to Jim Patterson and his 1937 Mercedes-Benz 540K Special Roadster. (Right) Owner Jonathan Segal demonstrates one of the unique aerodynamic features of his Maserati 200SI Fantuzzi

ARTIST From previous page

"Lots of people did houses," he said. "I did a cutaway drawing of a Jaguar E-Type. They were like, 'What the...?"

He also distinguishes illustration from art. Looking at a painting on the cover of a former Concours program, he remarked, "I could never do that in a month of Sundays. That's not in my wheelhouse."

Three to four days each

When Waller first enlisted him for the job, Williamson said, "I think originally the idea was, 'Let's get this guy to do a few pictures and let's use them on the merch.' And now it's, 'Let's make sure we have one of each winner."

He took his first crack at it with a curvaceous 1938 Alfa Romeo 8C Touring Berlinetta — "a gorgeous car" — and drew a couple of samples in different styles to see what his Concours bosses preferred.

To create the pieces - each takes about three or four days to complete - Williamson taps into his many years and memories of learning to do technical drawings, as well as his detective skills. Each requires a lot of research before he can even put pencil to paper. It begins with the images available on the Pebble Beach Concours website, some of which aren't the best and often only present a side view. "And once you get a little way back, they're all black and white," even though his drawings are in color. "It takes quite a lot of research to see if these cars still exist." When the Concours debuted in 1950, the show focused on production cars of the era, some of which are very difficult to track down, as

are other treasured automobiles of the past.

"Some of them disappear," he said. "There's some guy in Beverly Hills who has a shed full of these cars and doesn't drive them, so you never see them."

When he can't find useful photos of the winning car, he searches for images of similar automobiles produced by the same coachbuilder during the same era. From those, he can gather data on a range of dimensions, "like the different wheelbases that Duesenberg used in the 1920s."

"Once you've got something you can start with, then you scale it and try to put it on paper," he said. "If you're trying to draw a car that you don't know from a three-quarter angle, it's very, very difficult, but eventually you work it out. It's an interesting detective job."

Williamson said he'd never undertaken such detailed work before, and he loves the subject matter.

"These are really interesting cars," he said.

Among his favorites is one of the first pieces he did for the project, a German grand prix car owned by Ralph Lauren — the 1930 Mercedes-Benz 710SSK "Count Trossi" Sports Roadster.

"It's an incredible thing," he said of the 1993 Best of

Show winner.

Drawing the 50 cars Pebble Beach selected for the 70th anniversary was daunting.

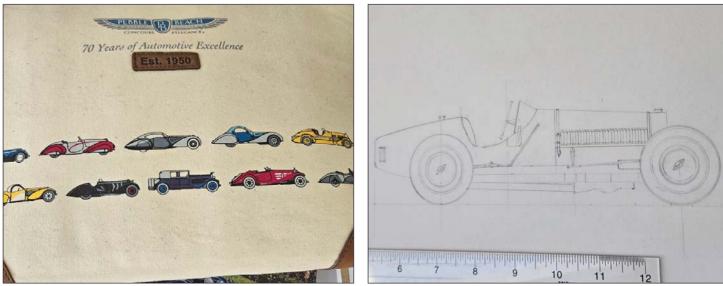
"I remember the last 20, sort of hammering on them," he said. "I get quite stressed about them, because I want them to be as good as they possibly can."

Because, cars

The bulk of the work he's doing for Pebble Beach this year in anticipation of immortalizing its 75th anniversary is due Dec. 31, and he got the assignment in May.

He doesn't know how or when the Concours will use the images, and he sends the organization all the originals, which he's honored to do.

"One of the reasons I moved to Monterey rather than Santa Cruz or somewhere like that was the fact that Laguna Seca is here, and there's such a big car history — and Car Week," said Williamson, who had moved from London to Boston, where he and Debbie lived for five years before they relocated to the West Coast. "Being associated in a very small way with Pebble Beach is very cool."



PHOTOS/MARY SCHLEY

Some of Richard Williamson's drawings of prior Pebble Beach Concours d'Elegance Best of Show winners ended up on merchandise, including this canvas pouch (left). A lot of calculation goes into each drawing (right) to ensure the scale and dimensions are correct.

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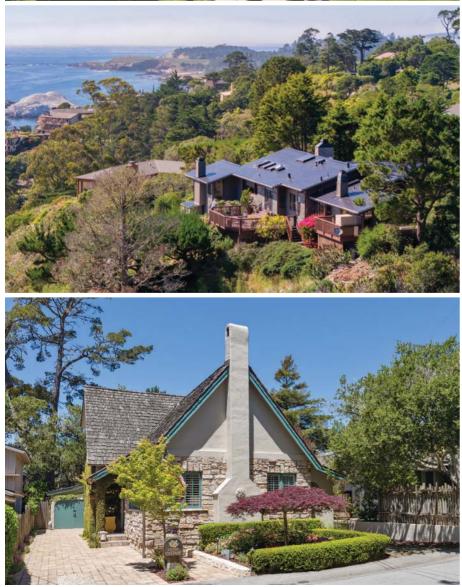
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CONCOURS WEEK



company in Italy, which has been used by companies like Alfa Romeo, Peugeot, GM, Maserati, and — in this case — Ferrari to design and make bodies for their automobiles.

Starting with a Ferrari 512S chassis and engine, Pininfarina created a oneoff show car that debuted in 1970 at the Geneva Motor Show, where it won more than 20 awards for its design. It has a canopy door, meaning that the roof slides forward so the driver and passen-

ger enter the car from the top, rather like an airplane cockpit. It was nicknamed "the UFO car."

"They're really edgy," said Gross of the class. "They're tapered from a high tail to a low front, and a number of the cars on the field won't be pure wedges, but will have wedge elements." A less flattering moniker, that of "rolling doorstop" has also been applied to them.

Wunderkind

The 1966 Cannara Roadster is named for its designer, Ray Cannara, who was a student at the Art Center in Pasadena, Gross said. Hemmings.com wrote that in 1962, at 15, Cannara won a \$4,000 design scholarship and was already building a car he would drive from his native Florida to Southern California to attend the prestigious school, known as a "center of excellence in transportation design."

The auto that bears his name was built from a 1958 Chevrolet station wagon, the frame of which he modified so much, it is nearly unrecognizable — it looks more like an eccentric cousin of a Corvette Stingray than a family car with a "way back" for the kids.

Cannara went on to become a design-

er for Chrysler, and Hemmings designated his namesake vehicle the first real wedge car, saying, "at the very least, it should serve as a historic design anchor."

Enough exposure

A 2017 Kode 0 created by Ken Okuyama (who spent part of his career at Pininfarina) will be on display as well. It debuted at Pebble Beach in 2017 and its design references the Lancia Stratos Zero, a 1970 wedge which will be on the lawn, as well

The newest vehicle in the class is a 2023 Italdesign Asso di Picche in Movimento concept car. The manufacturer, Italdesign, describes it as an electric coupe with seating for three people. "The vehicle body in aluminum and windows in polycarbonate combine to form one monolithic and seamless aerodynamic whole, enclosed by a single unbroken outline," and the windshield, roof and rear window are "a single transparent expanse," the company says.

There will not, however, be a Tesla Cybertruck. Gross said that while the new electric vehicle is "a modern incarnation of the classic wedge, I can't find anything aesthetically pleasing about it." But aside from that, he added, "We thought about it, but people have seen it enough."



hotos/(left) courtesy pebble beach concours d'elegance, (right) jeffrey dirkin

The sleek, futuristic Wedge class on Sunday will include this 1970 Ferrari (left) and a 1966 roadster, which designed by Ray Cannara — who studied at the Art Center in Pasadena — when he was in early 20s. Believe it or not, it's built on a station wagon frame.

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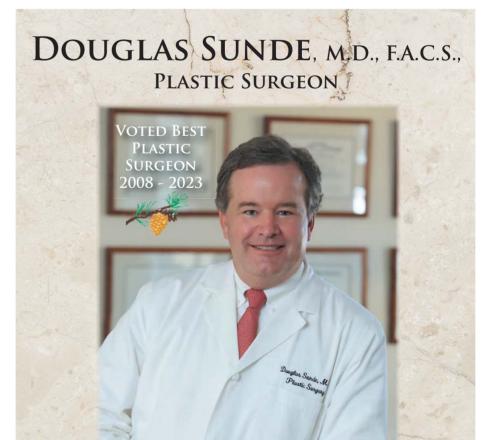
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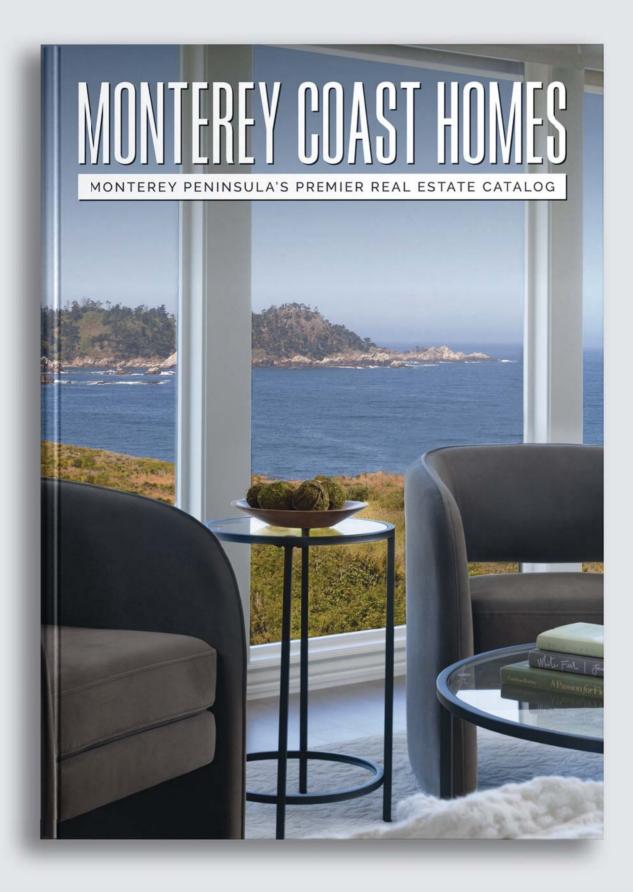
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a decadent day of wining and dining among notable racing and collector cars, an homage to all things Italian, an impressive show of the automotive prowess of the supercar community, lots of racing, and a beloved concours of automotive unmentionables. And prices run from nothing - many events are free - to ifyou-have-to-ask-you-can't-afford-it, so there is truly an event (or several) for everyone.

Rolex Monterey Motorsports Reunion WeatherTech Raceway Laguna Seca Friday-Saturday, Aug. 16-17

Vintage racing at the storied Laguna Seca track is celebrating its 50th anniversary, and this year's Rolex Monterey Motorsports Reunion highlights that major milestone in numerous ways. What began in 1974 as a day of racing in the run-up to the Pebble Beach Concours d'Elegance has become an event of huge significance in its own right, and every year, the races attract big names and very special cars.

A Golden Anniversary exhibit is the centerpiece in the paddock to recognize past featured marques and individuals who have been richly honored since the inaugural historic race. "According to former Indianapolis Motor Speedway Museum Director and curator of this special exhibit, Ellen Bireley, this will be a once-in-alifetime collection of the rarest of the rare," organizers said.

On the track, the Reunion includes a whole lot of racing, with both A and B groups qualifying Thursday and then racing Friday and Saturday, leaving Sunday open for the Pebble Beach Concours d'Elegance.

Historian, author, photographer and Amelia Island Concours d'Elegance founder Bill Warner is the

Reunion's Master of Ceremonies, and 2009 Formula 1 champion and F1 commentator Jenson Button is racing his gorgeous 1952 Jaguar C-Type, which was originally owned by six-time World Champion Juan Manuel Fangio.

Bring a Trailer, the track's digital auction house partner, is hosting an Alumni Gathering with special cars displayed at the iconic Corkscrew and in the off-road area in the lakebed.

Classes are 1955-1967 SCCA Small Displacement Production Cars, 1961-1975 FIA Manufacturers Championship, 1963-1968 Sports Racing Cars, 1981-1991 IMSA GTP/GTO/FIA Group C/Trans Am, 1967-1981 Formula Ford, 1966-1972 Trans Am, Ragtime Racers, 1966-1985 Formula 1, 1955-1967 SCCA Large Displacement Production Cars, 1973-1981

See EVENTS page 40Cd'E

BOYD From page 8Cd'E

and research assistant Daisy Johnson latch onto this story and make a daily investment in the research has been so meaningful."

Classic automobile collector Jack Boyd Smith — no relation to the explorer — is used to receiving calls from executors and agents who have come across a car he might appreciate. When he got the call about Boyd's Packard, his first question was, "Who was she?"

Legendary car

What Smith did know is that most cars made by Packard were 8- or super 8-cylinder engines, that fewer than 2 percent of their cars had 12 cylinders, and even fewer had a custom Dietrich body.

"I knew nothing about Louise Arner Boyd until restorers started researching who she was, only to find she probably achieved more than Amelia Earhart," said Smith. "Without her story, we have a rare and interesting car. Knowing the car is tied to someone so adventuresome and accomplished makes it legendary."

Smith thought of the renowned photograph of Earhart standing in front of her twin-engine Lockheed 10E Electra plane, resting a hand on her 1937 Cord automobile in the foreground. He also owns that car, which he brought to the Pebble Beach Concours d'Elegance three years ago.

"I feel honored to have been asked to bring both Amelia Earhart's and Louise Boyd's cars to Pebble Beach," he said. "This Packard is a very rare car. And when you know its provenance, the car stands out that much more. What makes it noteworthy is this is an opportunity to tell an amazing story and bring this eminent woman to life."



PHOTO/COURTESY LAVINE RESTORATION:

Louise Boyd's Packard survived all sorts of amazing expeditions and adventures and has recently undergone a major restoration in preparation for Sunday's Concours.





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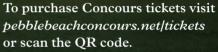
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Concours Village at Pebble Beach August 15–18 | Forest Lake Rd. & Stevenson Dr. in Pebble Beach **Pebble Beach Classic Car Forum** *Presented by Alliant Private Client* August 15–17 | Concours Village

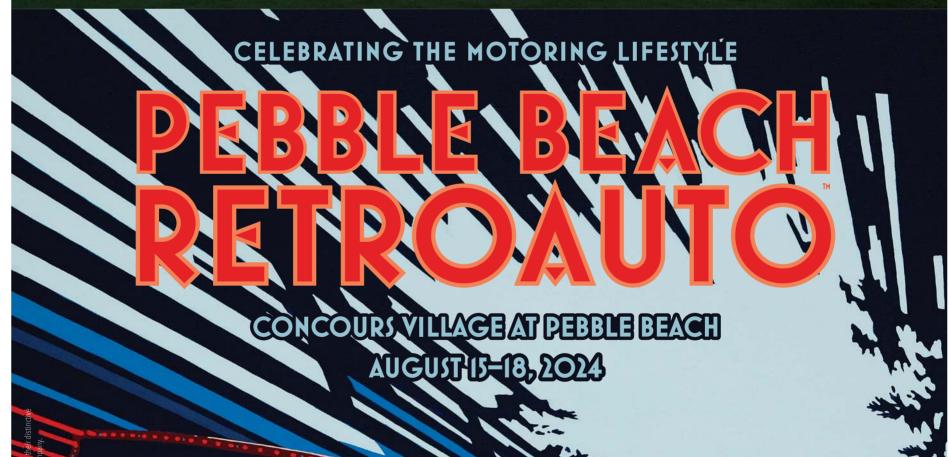
Pebble Beach RetroAuto *A Marketplace of Automobilia & More!* August 15–18 | Concours Village



Pebble Beach Auctions



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CONCOURS WEEK



IMSA GT/GTX/AAGT/GTU/FIA, 1991-2011 IMSA/ALMS/Grand Am/FIA/World Challenge, 1947-1960 Front-Engine GT/Sports Racers/American Special, and 1955-1969 Saloon Cars.

Each of the 400-plus 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.

Single-day tickets are \$108.50 for Friday and \$149.90 for Saturday, two-day ticket run from \$206.82 to \$620.83. Discounts are available for military and first responders (30 percent) and college students and faculty who use a .edu email address (20 percent). Kids 15 and under are free with a paying adult. For full ticket information and schedule, visit weathertechraceway. com or call (831) 242-8200.

■ Pebble Beach RetroAuto Concours Village Friday-Sunday, Aug. 16-18, Friday-Saturday, 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 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 just under two dozen exhibitors offering rare collectables, historic automobilia, art and literature, jewelry, clothing, hats, tools and official Pebble Beach Concours d'Elegance merchandise.

Attendance is free. Details are at pebblebeachconcours.net.

Pebble Beach Classic Car Forum Concours Village

Friday-Saturday, Aug. 16-17, 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 getting the rare opportunity to hear from luminaries as they discuss all things automotive.

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 she hopes 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."

The remaining lineup includes "Packard: America's Premier Marque at 125 — Past, Present and Future,"

See **SHOWS** page 44Cd'E



PHOTOS/KERRY BELSER

(Left) Pebble Beach Concours d'Elegance judges give a 1954 Ferrari 121 LM Scaglietti Spyder the once-over. (Right) A 1937 BMW 328 NSKK, owned by Stephen Bruno, looks magnificent on the fairway overlooking Carmel Bay.

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SHOWS From page 40Cd'E

"The Racing Line: On Track to Win Hearts and Minds," a Motortrend presentation on hypercars and the future of driving, America's love affair with Route 66, "BPR Global Endurance Series 1994-1996 — The Return of GT Racing," and the always-sold-out "Spike's Car Radio Live at the Pebble Beach Classic Car Forum."

Reservations are required, and ticket prices run from free to \$50, with most in the \$25 range. Details on speakers and times can be found at pebblebeachconcours.net.

Mecum Monterey Auction Hyatt Regency Hotel, Monterey Friday-Saturday, Aug. 16-17 (Gates open at 8 a.m., and auctions begin at 9 a.m. with an hour of road art before bidding on cars starts at 10.)

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. This year marks Mecum's 15th Car Week sale.

"The Daytime Auction" is open to buyers, sellers and spectators, featuring its always eclectic collection of hundreds of vehicles. While most Mecum auctions have around 1,200 lots, the selection offered during Car Week is curated to half that number. "We limit it to 600 lots and make it more specialized — because it is Monterey Car Week," organizers said.

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 CNBC this year. General admission is available for \$30 for one day or \$75 for all three, and children 12 and younger get in free. Bidders must register, and the package includes daily admission for the bidder and a guest. The Hyatt Regency Monterey is located at 1 Old Golf Course Road. For tickets, schedules, to consign a vehicle or to register, visit mecum.com or call (262) 275-5050.

Porsche Zentrum The Barns of Cooper Molera, Monterey Friday-Saturday Aug. 16-17, starting at 9 a.m. daily

Held for several years at The Quail, the Porsche Zentrum moved to downtown Monterey two years ago and is again taking up residence in the barns at the historic Cooper Molera adobe for three days of fun. This year, it's themed "Full Service — an inviting playground filled with inspiring vehicle displays, test drives and thought-provoking conversations during Monterey Car Week."

Along with test drives and a Porsche eBike test ride, Zentrum will host panels on "Where

See MARQUES page 46Cd'E





PHOTOS/KERRY BELSE

(Top) A magnificent 1938 Lincoln Model K Brunn Convertible, owned by Douglas and Leslie Kittenbrink, on the 18th fairway. (Above) A happy couple poses with a gorgeous 1938 Horch 855 Special Roadster.

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CONCOURS WEEK



your dream car becomes reality," featuring Milanese product designer Luca Trazzi, and "how deep the well of creativity runs with master designers, engineers, and, of course, dreamers at the helm" at Porsche, and the "Porsche x Mobil 1 Female Driver Panel," featuring four drivers who are "shattering the glass ceiling and the record books of one of the world's most popular sports."

Find more information and register at porsche-ezentrum.us/montereycarweek24.

Bonhams Quail Lodge Auction Quail Lodge, Carmel Valley Friday, Aug. 16, 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 watch online. This year, including artwork and models, 206 lots will be offered, including some ultra-rare Porsches expected to fetch seven-digit sales prices.

August 16, 2024

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, but a Quail ticket is not required for those who only want to attend the auction. The sale is held on Quail Lodge's West Field at 27050 Rancho San Carlos Road. Contact motors.us@bonhams.com or visit cars.bonhams.com/auction/29263/thequail-auction for more information.

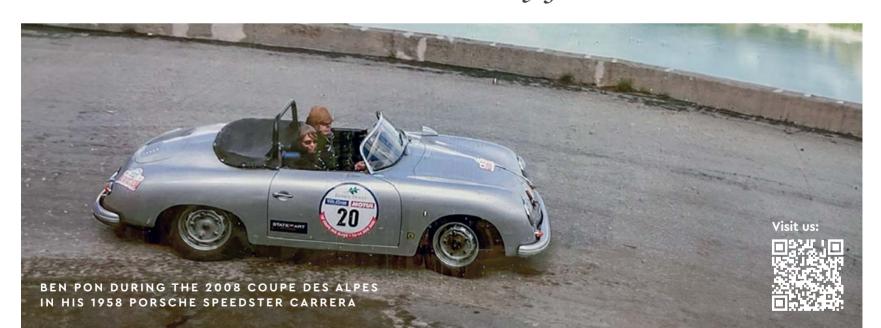
■ The Quail, A Motorsports Gathering Quail Lodge, Carmel Valley *Friday, Aug. 16, 10 a.m. to 4 p.m.*

After surpassing two decades of superlative showcases, The Quail, affectionately known as "The Q," celebrates its 21st year and retains its spot as the most coveted of all Car Week tickets. 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.

Featured themes for 2024 include

See **CELEBRATIONS** next page

A true race and rally fanatic



Our founder Bernardus Marinus Pon a true race and rally fanatic

Between 1961 and 1967, Pon was a driver for Porsche with a Porsche 356 Carrera Abarth. He raced six times at the Le Mans circuit and once competed in a race in Formula One. In 1963 he won the Limburg Grand Prix at Circuit Zolder in Belgium with his Porsche 356.

In 1965, Ben Pon stopped professional motor racing. Instead, he went to work for the Pon Porsche Import Centre and was responsible for the import of Porsche. He was also involved in creating the Racing Team Holland and brought in two Porsches 906.

Pursuing another passion

In 1988 Pon bought out of the family business and left for the United States to pursue his other passion, winemaking. In 1992 he started his own vineyard in Carmel Valley, California. His goal was to create a portfolio of wines that could compete with the best wines from the Bordeaux and Bourgogne. More than a quarter of a century later, he had created a powerhouse portfolio.



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CELEBRATIONS From previous page

100 Years of MG, the 50th Anniversary of the Porsche 911 Turbo Type 930, the 30th Anniversary of Koenigsegg Automotive, and a Tribute to World Rally Cars. Those collections, which are sure to feature numerous notable and compelling entries, will accompany The Quail's traditional classes: Pre-War Sports & Racing, Post-War Sports, Post-War Racing, The Evolution of the Supercar, The Great Ferraris, Custom Coachwork, and Sports and Racing Motorcycles.

In addition, The Q has become "the"

place for debuting new models, with the world's most prominent and bespoke automakers hosting unveilings there. Many others will display unique specimens from the past, present and future.

47Cd'E

The day also includes automotive luminaries engaging in fireside chats, gourmet food in themed culinary pavilions spread throughout the grounds, award-winning wine, specialty cocktails, champagne and caviar, and other indulgences.

Proceeds benefit the Naval Postgraduate School Foundation, Rancho Cielo Youth Campus, the California Highway

See HAPPENINGS next page



PHOTO/KERRY BELSER

The sleek lines of this 1939 Delahaye 135 MS Figoni et Falaschi Cabriolet attrracted a lot of attention when the car was displayed at last year's Concours d'Elegance.

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Werks Reunion Monterey Monterey Pines Golf Course *Friday, Aug. 16, 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 model-specific Porsche corrals for \$114 or enter the judged field to compete in more than 20 categories for \$164, but both are sold out.

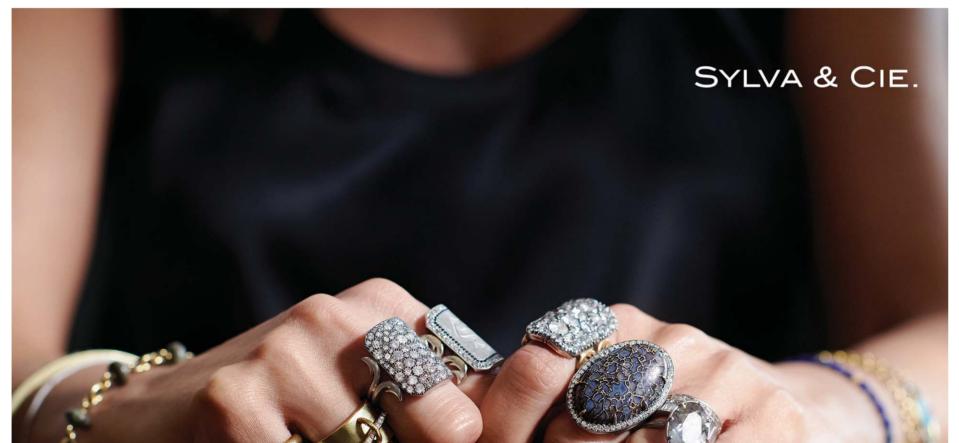
The event was created to celebrate Porsches and the camaraderie of their owners and is therefore "not a contest of who has removed dust from the deepest crevices in their Porsches, but rather a judged show that rewards a Porsche that has been lovingly maintained and presents itself well on the field." 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 — and will include a group of youth judges sponsored by Hagerty with awards presented between 2 and 3 p.m.

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. (Most vendors are cashless.) 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 Friday, Aug. 16, 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

See CLASSICS next page



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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 P.G.

"The Pacific Grove Rotary Concours Auto Rally is now established as one of the most popular free-to-spectator events of Car Week on the Monterey Peninsula," according to organizers.

49Cd'E

In celebration of its 30th birthday, the rally's featured marque is twice that age — the Ford Mustang turns 60 this year. Concours judges will present an award for the best Mustang, as well as other categories, during the mandatory drivers meeting at 4 p.m.

And after a hiatus, the after-drive dinner is back and will start at 6 p.m. at Chautauqua Hall at the corner of 16th Street and Central Avenue, with tri tip, chicken, scalloped potatoes, salad, bread, dessert and drinks.

Car registration is already sold out,

See **EXOTICS** next page



PHOTO/KERRY BELSE

Even the oldest cars at the Concours d'Elegance, such as this 1915 Stutz Model 4F Bearcat, can gleam like they're new, thanks to meticulous restorations.

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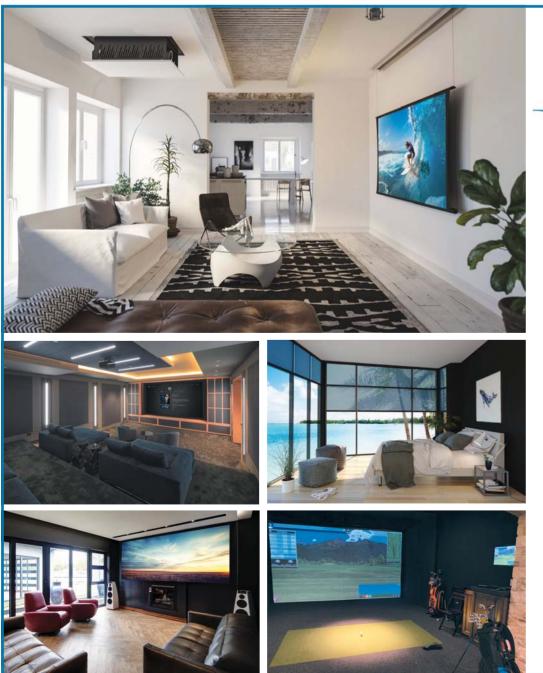


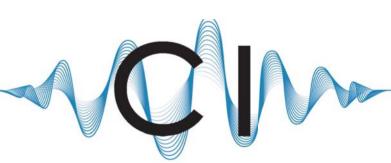
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CONCOURS WEEK



as are dinner-only tickets. Proceeds support Rotary Club of Pacific Grove projects and local youth programs, and the Rotary is also holding an online auction to raise funds. Bidding closes Aug. 14 at 5 p.m. For more information, call (831) 372-3861 or visit pgrotary.org/annual-pacific-grove-concours-auto-rally.

Pebble Beach Auctions presented by Gooding & Company

Pebble Beach Parc du Concours Friday, Aug. 16, at 4 p.m. and Saturday, Aug. 17, at 11 a.m. (Previews various hours through Aug. 17)

As the longtime partner of the Pebble Beach Concours d'Elegance and the only auction held within the gates of Del Monte Forest, Gooding & Co is celebrating its 20th anniversary event as the official auction house of the Concours and has published its largest catalogue to date, unveiling additional star cars for its two-day sale.

On tap for the auctions this year are an exceptional Ferrari 250 GT SWB California Spider, a three-louver Ferrari 250 GT Tour de France Berlinetta, a Ferrari 250 GT Berlinetta Competizione formerly owned by Alfonso de Portago, a bespoke Vignale-bodied Ferrari 250 GT Europa Coupe Speciale custom built for Princess Liliane de Réthy of Belgium, and additional Ferrari and Alfa Romeo selections from some of the most important private car collections in the world.

"Our 20th annual Pebble Beach Auctions will be monumental among the collector market as the finest catalogue of offerings that we have ever assembled," said David Brynan, senior specialist for Gooding & Co.

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

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-2024 for details.

Exotics on Broadway Broadway Avenue, Seaside Saturday, Aug. 17, 1 to 6 p.m.

A decade after its 2015 launch as a small gathering of exotics and supercars, Exotics on Broadway is now billed as "the most anticipated show during Monterey Car Week," and organizers say it is the "largest single day attended event during Monterey Car Week."

See COLLECTIONS next page



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COLLECTIONS From previous page

EoB is free and caters to enthusiasts who are passionate about modern highend autos and enjoy modifying them. While cars line the streets, including an ever-expanding section of Fremont, exhibitor booths will range from automotive manufacturers, wheel manufacturers and tuners to automotive dealerships and everything in between. Organizers expect 45 vendors, 400 cars and 45,000 spectators. Live entertainment, DJs, a VIP area and other activities will round out what's sure to be a lively party in downtown Seaside. Parking is available offsite at Coe Ave. and Gen. Jim Moore Blvd., with shuttles running to and from the show.

"Seaside provides us a platform primed for growth and excitement to even further enhance the fan experience," organizers said when they announced this year's event. "Exotics on Broadway genuinely appeals to Seaside because it is open to the public and will now become the showcase of the rarest super cars in the world."

Vehicle registration is \$195, while a VIP package for a vehicle and two attendees is \$950 and includes a lot of extras. VIP only, without a car, is \$400. And spectating is free. For more information, visit exoticsonbroadway.com.

26th Annual Ferrari Event at the Barnyard

Barnyard Shopping Village Saturday, Aug. 17, 4 to 7 p.m.

Big Sur Food & Wine curates the Ferrari Event at the Barnyard and is its beneficiary, as well. The gathering, now in its 26th year, is held in collaboration with the Ferrari Owners Club and features new and vintage models. The moving forces behind the annual Big Sur festival ensure there will be plenty of fine wine to complement small bites offered by Barnyard restaurants.

Guests are encouraged to make reservations to dine in one of the shopping center's many restaurants after the party.

The online ticket price is \$80, but kids 15 and under get in free, and car exhibitors get priority at the wine reception. Admission the day of the event is \$100. Order through thebarnyard.com/events.

The Barnyard is located off Carmel Rancho Boulevard near Highway 1.'

Concours d'Lemons Seaside City Hall

Saturday, Aug. 17, 8 a.m. to 1:30 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.

"We are the worst car show in the world at one of the nicest car events in the world," founder and "head gasket" Alan Galbraith recently told local and international media.

See **PRECIOUS** next page



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Concours Week • The Carmel Pine Cone August 16, 2024 (ONCOURS



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The judges are "guaranteed to be unprofessional, inattentive, capricious and subject to bribery," especially when the latter involves liquor and food, according to Galbraith. "Satisfactory bribes will earn the 'Ribbon of Dishonor,' to be placed on the car's windshield. Don't like their decisions? Check your ticket — you're at the wrong car show.

"This year the Concours d'Lemons has suckered several automotive world luminaries into being guest judges," he continued. "They risk their reputation, you get to hobnob with bigwigs, everyone has a good time."

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.

"Hoopties of all description compete for the coveted 'Worst of Show' trophy awarded by capricious and bribery-prone celebrity judges. New this year, Oris Swiss watches will present a timepiece to the winner. "The joke is it will be worth more and will run better," Galbraith said.

And "spectators are free, that way you get what you pay for and perhaps a little less," while registering your hooptie costs \$23.18 through Aug. 16. Galbraith has been known to note that the gathering 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" Car Week.

And because many Lemons entrants ditch their cars on the city hall lawn at the end of the show, organizers are partnering with Habitat for Humanity, Galbraith said. Abandoned vehicles will be donated to the nonprofit's Cars for Houses program.

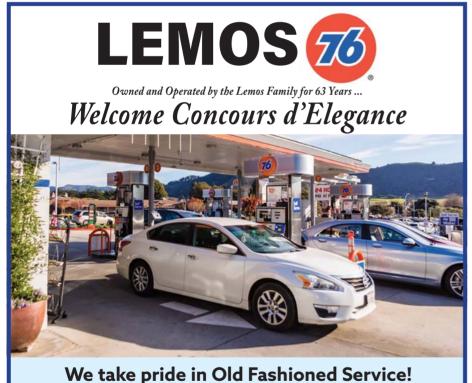
City hall is located at 440 Harcourt Ave. Go to 24hoursoflemons.com/concours-d-lemons.

Concorso Italiano Bayonet Golf Course, Seaside Saturday, Aug. 17, 10 a.m. to 3 p.m.

The celebration of all things Italian, Concorso Italiano is entering its 39th year and has a new owner, longtime entrepreneur and car collector Richard De Andrade, as of April. Andrade has announced "an ambitious five-year vision to unite all cherished elements of Italian culture and lifestyle — from art to transportation, including cuisine, design, fashion and technology — all this amidst our unwavering love and passion for Italian automobiles and the Italian lifestyle."

The beautiful grounds of the Bayonet Golf Course host the event, which this year will include Pininfarina Classiche

See **RARE** next page







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RARE From previous page

as it makes its U.S. debut. Pininfarina Classiche is a certification program dedicated to classic cars that were crafted in Pininfarina facilities for various brands throughout the years.

Organizers said guests should expect to immerse themselves in "a grand celebration of Italian ingenuity, design and style," showcasing everything from luxury cars to elegant motorcycles, cool mopeds and technically advanced bicycles, as well as "delectable cuisine," fine wines and music.

Those interested in a more exclusive experience can upgrade to the CI VIP Club or CI Chairman's Club packages, with early entry, access to VIP pavilions, premium seating at the stage, indulgent Italian cuisine, and a curated selection of award-winning wines, cocktails and other beverages. Tickets run from \$300 for the CI Experience to \$1,800 for the Chairman's Club.

Also new is a gala dinner at Bayonet & Black Horse the night prior to the main event, with cocktails starting at 5:30 p.m. and an expansive menu prepared in partnership with Italian food purveyor Eataly. Tickets are \$150 per person or \$1,200 for a table of eight.

Charitable partners include Little Italy San Jose, Rancho Cielo and All In Monterey County. Registration and other information can be found concorso. com.

Monterey Motorsports Festival Monterey Fairgrounds Saturday, Aug. 17, 2 to 10 p.m.

After its debut last year, the Monterey Motorsports Festival is again partnering with Mecum Auctions to promise "an unparalleled blend of automotive displays, interactive experiences, live entertainment and gourmet food, ensuring an unforgettable day for all attendees."

The festival will highlight exotic cars, overlanding and off-road vehicles, aviation, electric vehicles, and the Globe of Death, with daring motorcycle stunts inside a spherical cage. The afternoon and evening will also offer plenty of live entertainment, dancing groups, music, racing simulators, food courts, outdoor bars, workshops, ride-and-drives, and more. Spread out over 22 acres, the festival will be divided into distinct areas, each offering a unique experience.

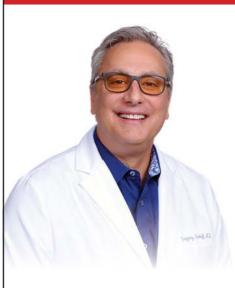
In addition, a Special Olympics torch run will take place at 2:30 p.m. following founder Paolo Manco's opening speech.

A VIP experience will offer special parking and lounge access, elevated food and drink, continuous entertainment, and appearances by local chefs.

General admission is \$90, with discounts given for seniors, youth, military, first responders and healthcare workers. VIP tickets are \$320. For more information, visit montereymotorsportsfestival. com.

See **PRICEY** next page

DR. GREGORY SHOLEFF, MD *New to the Monterey Peninsula Community*



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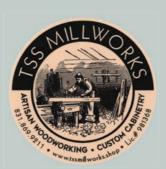
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PRICEY From previous page

MTV 2nd Annual Monterey Car Week Cruise In Monterey Touring Vehicles, Monterey Sunday, Aug. 18, 1 to 4 p.m.

The owners of Monterey Touring Vehicles, which has a fleet of 37 vintage vehicles of all shapes and sizes, is hosting its 2nd Annual Monterey Car Week Cruise In for those who won't be in Pebble Beach on Sunday.

"Last year's event was such a huge suc-

cess, and we can't wait to do it again. We will have participant goodies, merch for sale and, once again, there will be trophies for several different categories," organizers said. "Imagine winning a trophy during Monterey Car Week."

The afternoon will also feature food, drinks and plenty of opportunities to mix and mingle with other car lovers and show off your prized beauty. Attendance is free.

Monterey Touring Vehicles is located at 2228 Del Monte Blvd. Visit montereytouringvehicles.com for more information.

See **UNIQUE** next page



A Concours d'Elegance ticket holder takes a close look at the engine of a 1934 Bugatti Type 57 Franay Cabriolet, owned by Stephen Plaster of Lebanon, Mo.

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■ Pebble Beach Concours d'Elegance Pebble Beach Golf Links Sunday, Aug. 18, 10:30 a.m. to 5 p.m., with awards at 1:30 p.m.

This year marks the 73rd annual Concours d'Elegance, which organizers have dubbed "the world's most prestigious car event" and "the world's premier celebration of the automobile."

The show began in 1950 as a small collection of then-modern cars exhibited in conjunction with the Pebble Beach Road Races, and, during its expansive and impressive growth over the decades, has earned those descriptors.

The Concours has also raised \$37 million for charity, including \$2.68 million last year. Contestants are invited to participate and must pass stringent evaluations 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.

"The Concours is not a contest of speed, but of elegance," with entries judged for their historical accuracy, technical merit and style. Each class winner is a contender for the coveted Best of Show award, last year won by the 1937 Mercedes-Benz 540K Special Roadster shown by Jim Patterson of the Patterson Collection. (The car is just one of three of its kind in existence.)

In addition to the traditional classes, featured classes this year will honor the 125th anniversary of Packard, Maserati, Frua Coachwork, Wedge-Shaped Concept Cars and Prototypes, and an unprecedented class of 1990s BPR & FIA GT Race Cars.

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 \$595. Kids under 12 are free.

Tickets for premium experiences range from \$1,100 to \$4,500, including a new VIP Pavilion right on the show field, with sweeping views of the ocean, the cars and the awards ramp. For more information, call (877) 693-0009 or visit pebblebeachconcours.net.

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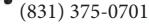
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