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Your Complete Resource For Monterey Car Week

- Schedules for Auctions, Concours, Rallies and Events
- Map and Resources for Navigating the Peninsula
- Auction House Principals Pick Their Best Offerings
- American Dream Cars Star at Pebble Beach
- Ferrari Celebrates 70 Years

13th Annual Edition

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Ken Okuyama Cars returns to The Quail with second one-off.

In the early 1970s, humankind was filled with dreams. It was a time when legendary Italian Maestro penned masterpieces like the Lancia Stratos Zero and Lamborghini Countach. The kode 0 “zero” revives those dream car proportions by going back to basics with its no frills, wedge-shape silhouette. This project is one that embodies the modern, simple and timeless themes of Japan's only carrozzeria -- Ken Okuyama Design. The kode 0 brings together Okuyama's stylish penmanship with a mid-engine V12 in a carbon fiber monocoque.
Playing the Percentages

by Keith Martin

There’s a 33% chance that this is your very first time attending Monterey Car Week. That’s what one of our recent reader surveys revealed. Another 38% of you have gone to Monterey one to five times. Only 11% have gone six to 11 times, and 18% more than 10 times.

These results surprised us, as we assumed that nearly everyone goes every year to Monterey. For me, this will be my 30th trip, interrupted only in 1991, when my daughter Alexandra was born.

As a first-timer, you will be overwhelmed with the number of activities you have to choose from. The amount of traffic, especially on Highway One from Monterey to Carmel, will make you crazy. Even if the traffic jam is made up of million-dollar Ferraris, Maseratis, Paganis and Porsche 918s, it’s still a traffic jam.

Here’s my advice to you. Take a look at our newly expanded timeline on p. 60. Pick out the events you would like to attend, then cut your list in half. You’ll be much better off lingering at a few events than feeling rushed at many.

If you like looking at cars being offered for sale as much as I do, Monterey is your dream come true. With six auctions and more than 1,300 cars being offered, surely you will find something you can’t live without. I always seem to.

Let this guide be your road map to the week. It has everything you need to navigate the world’s greatest vintage car week.
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F12 berlinetta
Year: 2016: Miles: 4,011
External color: Nero
Internal Color: Nero
$319,000.00

California
Year: 2010: Miles: 6,196
External color: Rosso Corsa
Internal Color: Beige
$129,000.00

California 30
Year: 2014: Miles: 12,537
External color: Rosso Corsa
Internal Color: Beige
$145,000.00

California T
Year: 2016: Miles: 1,157
External color: Nero
Internal Color: Nero
$189,000.00

458 Italia
Year: 2011: Miles: 8,857
External color: Grigio Silverstone
Internal Color: Nero
$189,000.00

488 GTB
Year: 2016: Miles: 1,478
External color: Nero
Internal Color: Beige
$299,000.00

488 Spider
Year: 2016: Miles: 1,245
External color: Rosso Corsa
Internal Color: Beige
$369,000.00

FF
Year: 2015: Miles: 7,356
External Color: Nero Daytona
Internal Color: Nero
$195,000.00

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1952 Ferrari 212 Inter Pinin Farina cabriolet, Serial Number 0235 EU, Engine number 0235 EU, 2.5-liter Colombo V12 engine with three Weber carburetors, 5-speed gearbox, one of just two 212 Inter cabriolets to be bodied by Pinin Farina. Shown at the Paris Motor Show in October 1952 followed by the January 1953 Brussels Motor Show, sold new to famed Ferrari racing team owner Tony Parravano, and although a street car, driven straight from the factory to the race track for the Nurburgring 1000km, finishing a respectable 9th overall, subsequently sold to Luigi Chinetti and on to several U.S. owners including 12 Hours of Sebring pioneer, Alec Ulmann. Cavallino magazine issue 197 cover feature, matching numbers and Ferrari Factory Red Book Classiche certified. With 0235 EU fully restored in 2012 by the factory, it commenced a worldwide show tour including Concorso d’Eleganza Villa d’Este, Pebble Beach Concours, FCA Nationals, Cavallino Classic and The Quail—a Motorsport Gathering, achieving multiple class wins and Platinum awards.
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SCM asks each auction house for their 2017 star cars and under-the-radar sleeper cars

**Star Car:** The 1975 Alfa Romeo Tipo 33 TT 12 (Estimate: $2.4m–$2.8m) is an example of what the market wants today — a significant competition car with international racing history, long-term ownership and impeccable provenance.

Driven by Derek Bell and Henri Pescarolo to overall wins in 1975 at Spa, Zeltweg, Pergusa and Watkins Glen, as well as earning points with 2nd- and 4th-place finishes at Mugello and Dijon respectively, this race car contributed to Alfa Romeo capturing the FIA World Championship of Makes in 1975.

This Tipo 33 TT 12 has been with the same owner since 1980, when he purchased it directly from Autodelta. The marketplace is seeking cars of this caliber, which rarely come up for public sale, and offer a window into one of the most important chapters in auto-racing history.

As enthusiasts, we love an offering that has a great story to tell, and to be able to present cars such as this Tipo 33 is what makes the Pebble Beach Auctions our most anticipated event of the year.

**Sleeper Car:** Our 1962 Chevrolet Corvette 327/360 (Est.: $300k–$350k) is the ultimate version of the C1 Corvette. This multiple-award-winning car has all the right specifications, as it was originally optioned with the fuel-injected 327 engine producing 360 horsepower, as well as the Big Brake package and Big Tank package. The car retains its original factory window sticker and original engine and has been beautifully restored by Corvette specialist Jeff Read.

Following its restoration, the car has gone on to win numerous awards including the NCRS Duntov award, Top Flight award and is Gold certified. This is a rare opportunity to own a “Tanker” C1 Corvette with all the best options available from the factory.

**Star Car:** Though there are many standout lots, my star pick for this year’s sale is the 1953 Abarth 1100 Sport by Ghia, chassis no. 205104.

It’s a rare car to begin with, as the last of just four Abarth 205 competition chassis, but is unique as the only example bodied by Ghia.

Its wild and unusual bespoke Italian design makes it the perfect car for the collector looking to add a truly special show car to their garage, and its impressive Pebble Beach award history makes Monterey its ideal auction venue. Even more appealing — it’s offered without reserve.

**Sleeper Car:** For my sleeper pick, it has...
to be the 1971 Ferrari 365 GTB/4 Daytona “Harrah Hot Rod,” chassis no. 14169.

It’s the epitome of Steve McQueen-cool with important provenance as Bill Harrah’s personal car featuring his customized fender flares, tires and uprated engine. Add the incredible Rame Metalizzato factory color and its victory in a race against a helicopter and there’s not another example out there with the same significance, right down to the custom “H” license plate.

If it were me, I’d sell a similar car in order to purchase this one — it has to be the coolest Daytona out there. Given its one-off status, I’m looking forward to seeing the final result.

**Drew Alcazar**
President, Russo and Steele, Scottsdale, AZ

**Star Car:** For this, our 17th year in Monterey, Russo and Steele is proud to offer not only one of today’s most important performance automobiles, but one formerly owned by one of the world’s most famous marque enthusiasts.

Originally purchased by legendary comedian, TV personality and Porsche aficionado Jerry Seinfeld, this 2007 **Porsche GT3 RS** is the quintessential late-model performance example of Porsche’s most important model.

Packing a 415-horsepower, 3.6-liter flat-six engine, the GT3 RS features “zero lift” aerodynamics, which create only aerodynamic downforce and no grip-diminishing “lift” upwards and away from the road surface.

Additionally, this is the first of Porsche’s RS or GT3 versions to feature an electronically adjustable suspension system — a track-oriented version of Porsche’s active PASM suspension — helping to provide one of the most exhilarating driving experiences available anywhere.

**Sleeper Car:** Our 2017 sleeper car isn’t just a car, it’s a collection of cars. Los Angeles broadcasting pioneer Art Astor is a name that resonates thoroughly among those in the know.

In addition to being one of Southern California’s most important media figures, he was also highly regarded as one of the world’s most prolific automobile collectors.

---

**Monterey Total Sales by Year**

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Sales</th>
<th>Average Sold Price</th>
<th>Cars Sold / Offered</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>$171,970,472</td>
<td>$248,154</td>
<td>693 / 1,134 / 61%</td>
</tr>
<tr>
<td>2011</td>
<td>$197,732,538</td>
<td>$224,441</td>
<td>881 / 1,327 / 66%</td>
</tr>
<tr>
<td>2012</td>
<td>$257,538,325</td>
<td>$338,421</td>
<td>761 / 1,229 / 62%</td>
</tr>
<tr>
<td>2013</td>
<td>$307,674,365</td>
<td>$404,835</td>
<td>822 / 1,256 / 67%</td>
</tr>
<tr>
<td>2014</td>
<td>$363,744,226</td>
<td>$461,317</td>
<td>860 / 1,265 / 68%</td>
</tr>
<tr>
<td>2015</td>
<td>$396,732,789</td>
<td>$446,502</td>
<td>769 / 1,287 / 60%</td>
</tr>
<tr>
<td>2016</td>
<td>$343,359,956</td>
<td>$469,002</td>
<td>769 / 1,287 / 60%</td>
</tr>
</tbody>
</table>

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Russo and Steele Sleeper: 1937 Cadillac convertible from the Art Astor Collection

---

Alcazar

---

SCM 2017 MONTEREY SPECIAL
The collection was largely liquidated in 2008, so many assumed that exceptional examples would not come to market again out of his direct, comprehensive and exhaustive collection. This is not the case.

Russo and Steele is proud to present in Monterey, CA, the last remaining automobiles in Art Astor’s legendary collection. The Devotion Collection features the cars closest to Art’s heart. These 14 remaining offerings are vehicles that Art felt so passionately about that he kept them the closest to him, through the end of his life, and include prime examples of pre- and post-war American Classics, American luxury cars and European sports cars.

The Team Cunningham 1963 Jaguar E-Type Lightweight Competition Coupe, 24 Hours of Le Mans and Bridgehampton 500 entry, is historic, tremendously rare, race proven, and useable. This extraordinary machine of provenance and pedigree is also incredibly gorgeous. There’s just nothing like it.

In addition to the Team Cunningham Lightweight Jaguar, we have some exceptional Ferraris — 1963 400 Superamerica Aerodinamico, 1972 365 GTS/4 Daytona Spider and a 1966 275 GTS, not to mention a 1956 Maserati A6G/54 Gran Sport Frua Spider that leads a fine collection of Maseratis. But perhaps most interesting of all is a fantastic single-owner collection of Group B Rally cars, all offered without reserve. From Lancia, Peugeot, Audi and Ford, these fresh-to-market rally cars are very desirable and we expect significant interest.

Sleeper Car: With classic Italian sports cars steadily increasing in value, the Maserati Khamsin is a good consideration. Similar in many respects to the Ghibli but at a fraction of the cost, the Khamsin grand tourer has excellent origins (designed by Gandini at Bertone), impressive design and exciting performance. We’ll be offering a highly original, very attractive, single-owner 1976 example from a well-respected Latin American collection that carries an estimate of $175,000–$225,000.
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Ferrari 250MM Vignale Spyder
Ferrari 166/MM 53 Spyder
Ferrari 330 GTS
Ferrari 365GT4/BB
Ferrari 512 BBi

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Bentley SII Park Ward DHC
Lancia B20 • Lancia B24S Spyder
Lancia Flaminia Super Sport Zagato
Mercedes 280SE Low-Grille Cab
OSCA MT4 • Porsche 930 Turbo

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ASTOR DEVOTION COLLECTION

1937 CADILLAC CONVERTIBLE
ASTOR DEVOTION COLLECTION

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1952 XK-120 3.4 Liter Fixed Head Coupé (Chassis Number: 680326)

1962 E-Type Series 1 3.8 Liter Roadster (Chassis Number: 876751)

1958 XK-150S 3.4 Liter Roadster (Chassis Number: S830401DN)

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“Why Collecting Will Never Be the Same”

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

**When:** Friday, August 18, 2017, 9:30 to 11:30 a.m.

**Registration:** www.sportscarmarket.com/2017seminar

**Phone:** 503.261.0555 x217

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

**Insider tip:** SCM’s experts return to Monterey to give their informed opinions on the state of the collector car market. Topics will include the effect Millennials are having on the collector car world, if Full Classics are still good investments, what the next big trend will be, and the reasons to own a 200-mph supercar.

This year’s panel includes Carl Bomstead, Miles Collier, Paul Hageman and Pierre Hedary. SCM Contributing Editor Donald Osborne will emcee.

Come prepared with questions, as there will be time for an audience Q&A session after the panel discussion.

---

**SCM Monterey Insider’s Auction Tours**

Join Publisher Keith Martin and expert Andy Reid as they tour the selection of vehicles at some of the best auctions on the Peninsula. Along with an auction representative, they will delve into the specifics of the lots offered and share their insights with you. Publisher Martin will lead the tour at Gooding & Company. Andy Reid will lead tours at Bonhams, RM Sotheby’s and Russo and Steele.

All tours are open to SCM Platinum members and a guest only, and are first-come, first-served. Register at www.sportscarmarket.com/monterey2017, or call 503.261.0555 x217.

**Gooding & Company**

**When:** Wednesday, August 16, 2017; 10 a.m.

**Where:** SCM booth in the lobby

**Bonhams**

**When:** Wednesday, August 16, 2017; 2 p.m.

**Where:** Media desk in the lobby

**RM Sotheby’s**

**When:** Thursday, August 17, 2017; 10:15 a.m.

**Where:** Media desk in the lobby

**Russo and Steele**

**When:** Thursday, August 17, 2017; 2 p.m.

**Where:** Bidder registration desk at main entrance
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Mecum Auctions at Monterey — The Daytime Auction

**Preview**: Wednesday, August 16; Thursday, August 17; Friday, August 18; Saturday, August 19; gates open at 8 a.m.

**Auction**: Wednesday, August 16; Thursday, August 17; Friday, August 18; Saturday, August 19; 10 a.m.

**Where**: Hyatt Regency Monterey Hotel and Spa on Del Monte Golf Course, 1 Old Golf Course Road, Monterey, CA 93940

**Web**: www.mecum.com

**Phone**: 262.275.5050

**Cost**: $30 gate admission per person per day; children 12 and younger enter for free. Bidder’s registration is $100 for one bidder and one guest. Auction seating area may be reserved for registered bidders only

**Last year**: 344 sold/706 offered / $50.1m

**Insider tip**: Mecum’s been ramping up their number of lots and their sales totals each year, so expect 2017 to be the company’s biggest and best Monterey auction yet. No other auction comes close to Mecum’s size, and as a result, they offer the most variety, but with an emphasis on American muscle and classics. But don’t count them as a muscle-only sale — Ferraris dominated the high sales here last year.

**Star Cars**: 1930 Cadillac Series 452 V16 coupe. Released as the Great Depression settled in, only 98 coupes were produced. This example has been professionally restored with originality in mind and features high-quality woodwork, striking two-tone red paint and Cadillac’s famous V16.

1959 Troy custom roadster. A one-of-one build by hot-rodder Wally Troy, the roadster is a mix of Ferrari-inspired styling with an American-iron small-block heart. The Troy was featured in the 1960 October issue of *Hot Rod* magazine and was placed in long-term storage in 1975, until the ’90s, when it was taken out for restoration.

1999 Ferrari F355 Spider Serie Fiorano. The Série Fiorano Spiders were lightly race-prepped F355s with beefier springs and sway bars to turn and heat-dispersing cross-drilled rotors and race pads to stop. Pair the tuned chassis with an early F1-styled transmission and you have an early predecessor to the computer-aged Ferraris coming out of Maranello today. This is serial number one.

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1930 Cadillac Series 452 V16 coupe

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Aston Martin Parts – T: 530-241-0600 or Kevin Kay Aston Parts on eBay
Preview: Wednesday, August 16; Thursday, August 17; 9 a.m. to 6 p.m.

Auction: Friday, August 18, 10 a.m.

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

Web: www.bonhams.com/quail

Phone: 415.391.4000

Cost: $20 admits one person with Gallery Guide pamphlet; $100 catalog admits two; $150 bidder’s registration includes entry for two and catalog

Last year: 101 sold/115 offered / $36.6m

Insider tip: Bonhams’ Carmel auction is held alongside The Quail, A Motorsports Gathering, both of which enjoy a scenic setting that feels a world away from downtown Monterey yet remains accessible. While both events share the same space, Bonhams’ entry fees do not include entry to The Quail. However, should you find yourself with entry to both, attending these two events is a great way to spend your Car Week Friday.

Star Cars: 1963 Team Cunningham Le Mans 1963 Jaguar E-type Lightweight. A regular in the 1963 racing scene, this Jag competed in Le Mans, Bridgehampton 500 and at the Road America 500. After the car did a stint in the Cunningham Museum, multiple notable collectors owned this Jag. Bonhams estimates that it could reach $10m.

1972 Ferrari Daytona Spyder 365 GTS/4 (Estimate: Contact Bonhams)

1963 Ferrari 400 Superamerica Aerodinamico (Est.: $3.5m–$4m)

1966 Ferrari 275 GTS (Est.: Contact Bonhams)

1957 Mercedes 300SL Roadster (Est.: Contact Bonhams)

1955 Porsche 356 Pre-A 1500 Continental coupe (Est.: $190k–$230k)
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Preview: Wednesday, August 16, 10 a.m. to 4 p.m.; Thursday, August 17; Friday, August 18; Saturday, August 19; 10 a.m. to 3 p.m.
Auction: Thursday, August 17; Friday, August 18; Saturday, August 19; 5 p.m.
Where: 290 Figueroa Street, Monterey, CA 93940
Web: www.russoandsteele.com
Phone: 602.252.2697
Cost: $30 general admission. Bidder registration is $200, includes an official auction pocket guide, one bidder’s pass and one guest pass
Last year: 128 sold/228 offered / $10.9m
Insider tip: While many Monterey auctions take place behind a velvet rope, Russo and Steele invites you inside the action, with an auction-in-the-round style that’s unique and fun. The auction targets lots in the $50k–$500k price bracket, and you can expect high-quality drivers. Russo and Steele are also offering the remaining vehicles in Art Astor’s collection, which include exquisite pre- and post-war classics and sports cars. Because Russo and Steele is located on the waterfront, the temperatures can drop, so plan for cool nights. Parking can also be difficult, so arrive early to avoid a headache.

Star Cars: Seinfeld 2007 Porsche GT3 RS. Originally purchased by Porsche enthusiast Jerry Seinfeld, this track weapon is equipped with adjustable suspension, a stripped-but-luxurious interior and the Sport Chrono package. Seen by many as the last “pure” GT3, this no-frills collectible with the Seinfeld name is a sure-fire investment.

1932 Packard 902 roadster from the Astor Collection
1937 Cadillac V16 from the Astor Collection
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RM Sotheby’s — Monterey 2017

Preview: Wednesday, August 16; Thursday, August 17, 10 a.m. to 8 p.m.; Friday, August 18; Saturday, August 19; 10 a.m. to 6 p.m.

Auction: Friday, August 18; Saturday, August 19; 7 p.m.

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

Web: www.rmsothebys.com

Phone: 519.352.4575

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

Last year: 82 sold/100 offered / $117.9m

Insider tip: As one of RM Sotheby’s annual flagship auctions, this event tends to bring some of the biggest numbers and the best cars of the year. It is one of the most notable events during Monterey Car Week, and the venue is located in the heart of downtown. Last year, RM Sotheby’s sold a 1955 Jaguar XK D-type racer for $21.7m, taking the top sale spot from three other seven-digit offerings.

Star Cars: 1950 Ferrari 166 MM/212 Export “Uovo” by Fontana. Created by sculptor Franco Reggiani, this one-off design — named after its egg-shaped bodywork — has competed in numerous races in period. (Est.: Contact RM Sotheby’s)

1951 Ferrari 365 GTB/4 Daytona “Harrah Hot Rod.” This Ferrari was the personal car of and recipient of several performance upgrades by collector Bill Harrah. The car bested a helicopter in a race from Harrah’s casino in Reno, NV, to Tahoe, CA, to prove which was the faster commuter. (Est.: $750k–$900k)

1953 Abarth 1100 Sport. The last surviving 205 of four competition chassis. Bodied by Ghia and displayed at their stand at the 1953 Turin Salon, then shown again at the 1954 New York Auto Show. Restored to a high quality, this Abarth earned a Best of Show nomination at the 2015 Pebble Beach Concours. (Est.: $750k–$1m)

1965 Peel Trident. Looking more like a UFO than a car, this two-seater micro car was advertised in 1965 as “Your transport of tomorrow — today.” With a great deal of documentation, this is a great example to own as one of the most unique microcars. (Est.: $80k–$100k)

1972 Ferrari 365 GTS/4 Daytona. The 1972 L.A. Auto Show car, this Ferrari has lived a pampered life as a one-owner West Coast example. (Est.: $1.6m–$2m)

1966 Jaguar E-type Series I 4.2 roadster. This E-type was restored and is still equipped with its original engine. (Est.: $225k–$275k)
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Gooding & Company — The Pebble Beach Auction

**Preview:** Wednesday, August 16, 10 a.m. to 6 p.m.; Thursday, August 17, 8 a.m. to 6 p.m.; Friday, August 18, 9 a.m. to 9 p.m.; Saturday, August 19, 9 a.m. to 5 p.m.

**Auction:** Friday, August 18, 6 p.m.; Saturday, August 19, 11 a.m.

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

**Web:** www.goodingco.com

**Phone:** 310.899.1960

**Cost:** $100 catalog admits two to all events. $40 general admission admits one to all events. $200 bidder registration includes catalog, admission for two to all events and two reserved seats (subject to availability). Children younger than 12 get in free

**Last year:** 114 sold/138 offered / $129.8m

**Insider tip:** This is Gooding’s flagship auction. If you can only attend one Gooding auction a year, this is the one to see. As the official auction house of the Pebble Beach Concours d’Elegance, Gooding is an excellent one-stop shop for all things automotive during Monterey Car Week. Also notable are the auction date changes from last year. Gooding used to be the only auction taking place on Sunday night; they now are on Friday and Saturday.

**Star Cars: 1975 Alfa Romeo Tipo 33 TT 12.** Driven by Derek Bell and Henri Pescarolo to victory at Spa, Zeltweg, Pergusa, Watkins Glen and winning the World Championship of makes in 1975, this Alfa is as competitive as it is storied. Bought directly from Autodelta, this one-owner example is a great piece of Alfa and the World Sportscar Championship history. (Est.: $2.4m–$2.8m)

**1955 Mercedes-Benz 300SL Gullwing and 1957 Mercedes-Benz 300SL Roadster.** Both cars are in original, unrestored condition with low mileage and come from single-family ownership (1955 est.: $1m–$1.3m; 1957 est.: $800k–$1m)

**1962 Chevrolet Corvette 327/360.** This award-winning Fuelie is specced just right, notably with the Big-Brake Package and the Big-Tank Package. Still with the original window sticker, Corvette specialist Jeff Reade has restored the car to an award-winning standard. This “Tanker” has won the Bloomington Gold, NCRS Top Flight and the NCRS Duntov award. (Est.: $300k–$350k)

1957 Mercedes-Benz 300SL Roadster and 1955 Mercedes-Benz 300SL Gullwing

1962 Chevrolet Corvette 327/360
1937 Jaguar SS 2½-liter open tourer

Preview: Tuesday, August 15; Wednesday, August 16, 9 a.m. to 6 p.m.; Thursday, August 17, 9 a.m. to 4 p.m.
Auction: Thursday, August 17, 5 p.m.
Where: Pacific Grove Golf Links, 77 Asilomar Blvd., Pacific Grove, CA 93950
Web: www.worldwide-auctioneers.com
Phone: 800.990.6789
Cost: $35 general admission, $100 catalog admits two. Bidder registration is $150, includes two VIP seats, one catalog.
Insider tip: This is Worldwide’s first year at Monterey, following their successful debut at Scottsdale in January. Worldwide may be a newcomer to Monterey Car Week, but this company is no newcomer to the auction world, as evidenced by the 70 high-quality lots it’s bringing to the Monterey Peninsula. Located near multiple attractions and on a premium golf course, there is plenty to do alongside the auction.

Star Cars: 1937 Jaguar SS 2½-liter open tourer. A numbers-matching example.

1957 Dual-Ghia convertible. Serial number 1.

1937 Lagonda LG45 drophead coupé

1937 Lagonda LG45 drophead coupé
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1967 Chevrolet Corvette L71 Roadster
1969 Ford Mustang Boss 429
1970 Pontiac GTO Judge RAM AIR IV
1966 Shelby Cobra 427
1965 Sunbeam Tiger Mark I

1953 Muntz Jet Roadster
1968 Shelby GT500KR
1995 Ferrari 512M
1933 Chrysler CL Imperial
1959 Chevrolet Impala 348 Tri-Power
2005 Ford GT

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WEDNESDAY, August 16, 2017
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## Event Timeline

### Monday, August 14
- **7 am**
- **8 am**
- **9 am**
- **10 am**
- **11 am**
- **12 pm**
- **1 pm**
- **2 pm**
- **3 pm**
- **4 pm**
- **5 pm**
- **6 pm**
- **7 pm**
- **8 pm**
- **9 pm**
- **10 pm**
- **11 pm**
- **12 am**

- **Quail Rally**

### Tuesday, August 15
- **7 am**
- **8 am**
- **9 am**
- **10 am**
- **11 am**
- **12 pm**
- **1 pm**
- **2 pm**
- **3 pm**
- **4 pm**
- **5 pm**
- **6 pm**
- **7 pm**
- **8 pm**
- **9 pm**
- **10 pm**
- **11 pm**
- **12 am**

- **Automobilia Monterey**
- **Worldwide Auctioneers Preview**
- **Carmel-By-The-Sea Concours on the Avenue**
- **Quail Rally**

### Wednesday, August 16
- **7 am**
- **8 am**
- **9 am**
- **10 am**
- **11 am**
- **12 pm**
- **1 pm**
- **2 pm**
- **3 pm**
- **4 pm**
- **5 pm**
- **6 pm**
- **7 pm**
- **8 pm**
- **9 pm**
- **10 pm**
- **11 pm**
- **12 am**

- **Automobilia Monterey**
- **Carmel Mission Classic**
- **Quail Rally**
- **The Little Car Show—Pacific Grove**
- **Motorworks Revival—Monterey Jet Center**
- **Bonhams Preview**
- **Worldwide Auctioneers Preview**
- **Gooding & Company Preview**
- **Mecum Preview**
- **Auction**
- **RM Sotheby’s Preview**
- **Russo and Steele Preview**
- **Prancing Ponies Car Show**

### Thursday, August 17
- **7 am**
- **8 am**
- **9 am**
- **10 am**
- **11 am**
- **12 pm**
- **1 pm**
- **2 pm**
- **3 pm**
- **4 pm**
- **5 pm**
- **6 pm**
- **7 pm**
- **8 pm**
- **9 pm**
- **10 pm**
- **11 pm**
- **12 am**

- **Pebble Beach Tour d’Elegance**
- **Rolex Monterey Motorsports Reunion**
- **Pebble Beach RetroAuto**
- **Bonhams Preview**
- **Worldwide Auctioneers Preview**
- **Gooding & Company Preview**
- **Mecum Preview**
- **Auction**
- **Italian Stampede Rally**
- **Party**
- **RM Sotheby’s Preview**
- **Russo and Steele Preview**
- **Auction**
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MONTEREY / At a Glance

Event Timeline

Friday, August 18
- Legends of the Autobahn
- Pacific Grove Auto Rally and Celebration
- Pebble Beach RetroAuto
- Porsche Werks Reunion
- Rolex Monterey Motorsports Reunion
- The Quail, A Motorsports Gathering
- Bonhams Auction
- Gooding & Company Preview Auction
- Mecum Preview Auction
- SCM Insider’s Seminar
- RM Sotheby’s Preview Auction
- Russo and Steele Preview Auction
- Exotics on Cannery Row

Saturday, August 19
- Barnyard Shopping Village Ferrari Event
- Concorso Italiano
- Pebble Beach RetroAuto
- Rolex Monterey Motorsports Reunion
- Concours d’Lemons
- Gooding & Co Preview Auction
- Mecum Preview Auction
- RM Sotheby’s Preview Auction
- Russo and Steele Preview Auction

Sunday, August 20
- Automotive Fine Arts Society Exhibition
- Pebble Beach Concours d’Elegance
- Rolex Monterey Motorsports Reunion
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MONTEREY / At a Glance

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Monterey Jet Center, 831.373.0100
Monterey Peninsula Airport, 831.648.7000

Auction Companies
Bonhams (S.F. office), 415.861.7500
Gooding & Company, 310.899.1960
Mecum Auctions, 262.275.5050
Rick Cole Auctions, 844.474.2526
RM Sotheby’s, 519.352.4575
Russo and Steele, 602.252.2697

Chamber of Commerce
Monterey Peninsula Chamber of Commerce, 831.648.5360

Police
Carmel, 831.624.6403
Del Rey Oaks, 831.394.9333
Marina, 831.884.1210
Monterey, 831.646.3914
Monterey County Sheriff, 831.647.7702
Salinas, 831.758.7321

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Marina Beach Towing, 831.883.0924
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Monterey
Monterey Garage and Towing, 831.375.4175
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Seaside
American Towing, 831.372.1122
Ten years ago the market didn’t pay much attention to cars from the 1980s. Suddenly, last summer at Monterey a low-mile 1987 BMW M6 sold for six-figures. Last week I saw an old bulbous Porsche 928 drive by, and I noticed people on the street gawking at the red-headed stepchild of Zuffenhauzen. Ferrari 308’s used to rightfully sell for less than a new Honda Accord because their community-like production numbers exceeded 11,000 units. However, investment grade 308/328’s are now six-figure automobiles. Clearly, some people went to relieve their youth and become a modern day Magnus Walker. Some of this demand can be explained by the fact that entire collector car markets are on fire. Global central banks have helped supercharge the collector car market with low interest rates and money printing. So many high-end cars have appreciated so rapidly that we wonder what future values are really worth. For example, the 1986 935 Turbo from the Ken Miles Love of Speed collection sold in 2018 for $1.42 million, when the same car sold in 2000 for $300,000.

Some bespoke special edition cars from the 80s have comparatively low production stats for mass-produced vehicles. For example, only about 5,000 E30 M3 BMWs and less than 2,000 Mercedes 190E 2.3-16’s made it to America as factory spec. U.S. cars. Less than 100 Porsche 911 Speedsters came to our shores in 1988. Only 400 Porsche 550 036s were built in North America. Even high-production ultra-high models like the Mercedes SL 600, SL65 AMG, or a gaggle of collectibility bugs. It is hard to find a good low-mile, well-maintained 458 Italia or 488 Pista in the market today.

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MONTEREY / Concours & Events

**Tuesday**

**Carmel-By-The-Sea Concours on the Avenue**

*Where:* Ocean Avenue in downtown Carmel  
*When:* August 15 from 10 a.m. to 5 p.m.  
*Web:* www.carmelconcours.com  
*Phone:* 404.237.2633  
*Cost:* No admission fees, open to the public. Entrants pay $250 to enter a car  
**Insider tip:** Ocean Avenue closes to traffic for this early-in-the-week event, where more than 175 cars will be on display over 18 blocks. This concours has three divisions: Multi Marques, comprising vehicles from hot rods and micro-cars to muscle and motorcycles — as long as they were built between 1940 and 1973. Porsche cars from 1948 through 1989 and Ferrari cars dating from 1947 through 1989 make up the other divisions. This is a very popular event, and the mood is casual and fun. Downtown Carmel has everything you need for a pleasant day of great cars, unique shops and tasty food. And you can’t beat the ticket cost!

**Carmel Mission Classic**

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

**When:** August 16, 10 a.m. to 4 p.m.  
*Web:* www.carmelmissionclassic.org  
*Phone:* 831.624.1271  
*Cost:* $50. All proceeds are marked for the Knights of Columbus and Carmel Mission Charities.  
**Insider tip:** This event brings wine tasting and the blessing of cars to the courtyard of the Historic Carmel Mission.

**The Little Car Show**

*Where:* Downtown Pacific Grove, on Lighthouse Avenue between Fountain and 16th Street.  
*When:* August 16, noon to 5 p.m.  
*Web:* www.marinamotorsports.org  
*Email:* jam@redshift.com  
*Cost:* Free, although donations are accepted for the Pacific Grove Public Library, the Pacific Grove Youth Center and the Veterans Transition Center. The owners of cars on display pay a $25 entry fee.  
**Insider tip:** This is the eighth annual show of 100 micro, mini and arcane vehicles that were built at least 40 years ago and have smaller-than-1,601-cc engines or electric motors. “Free” is a rare and welcome world on the Monterey Peninsula in August, and this charming event, which includes a parade around Pacific Grove’s scenic waterfront, is a refreshing change of pace from the week’s more serious events. Awards include the “Most Smiles Per Mile Vehicle” and the “Dare to be Different Award.” Featured this year: Scandinavian vehicles.

**Gordon McCall’s Motorworks Revival 2017 at the Monterey Jet Center**

*Where:* Monterey Jet Center, 300 Skypark Drive, Monterey, CA, 93940  
*When:* August 16, from 5 p.m. to 10 p.m.  
*Web:* www.mccallevents.com  
*Cost:* $395 per ticket for VIP admission; $550 for Red Carpet admission. A limited number of tickets will be sold at www.mccallevents.com, but don’t dawdle, as this event is always a sellout. A photo ID is required to retrieve tickets at Will Call.  
**Insider tip:** Gordon McCall’s Motorworks Revival is one of the hottest tickets in Monterey. Guests mingle amid vintage sports cars, modern aircraft and classic warbirds. New cars from top makers are often on display. Guests also enjoy fine wines, foods, luxury showcases — and a possible glimpse at bigwigs from business, industry and show business. This is the 26th year of this ultra-popular event — which benefits the California Highway Patrol 11-99 Foundation.
**Thursday**

**Italian Stampede Welcome to Monterey Party**

**Where:** Hilton Garden Inn Monterey, 1000 Aguajito Road, Monterey, CA 93940

**When:** August 17, from 8 p.m. to 11 p.m.

**Web:** www.italianstampede.com

**Cost:** $150 per person

**Insider tip:** This event, sponsored by Cats Exotics, will feature a selection of fine foods, desserts, and of course, plenty of high-end exotics fresh off the Italian Stampede run from Los Angeles.

**Friday**

**Fourth Annual Porsche Werks Reunion**

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

**When:** August 18, 7 a.m. to 4 p.m.

**Web:** www.werksreunion.com

**Cost:** Free for spectators

**Insider Tip:** The fourth Porsche Werks Reunion moves to a new location this year, at the Corral de Tierra Country Club near Mazda Raceway Laguna Seca. The event is open to all Porsche owners. Members of the Porsche Owners Club, Porsche Racing Club, 356 Registry, 356 Club and all other Porsche clubs are welcome to come and display their cars, and owners can enter the judged field to compete in more than 20 prize categories — all of which reward a Porsche that has been lovingly maintained and presents well. More than 500 Porsches are expected.

**Legends of the Autobahn**

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

**When:** August 18, 9 a.m. to 4 p.m.

**Web:** www.legendsoftheautobahn.org

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

**Insider tip:** This is the eighth year of Legends of the Autobahn, and, once again, BMW, Audi and Mercedes-Benz clubs will get together on the grass to admire German engineering in this casual concours. Publisher Martin will again emcee this year’s Autobahn, and you might also see SCM’s “Miami-to-Monterey” Bradley GT as well. This casual, fun event brings some fantastic German cars to a wonderful setting. For a spectator, it’s one of the best deals of the weekend.

**Saturday**

**Concours d’LeMons**

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

**When:** August 19, 8 a.m. to 1:30 p.m.

**Web:** www.concoursdlemons.com

**Cost:** Free, as not even the most rabid gearhead will pay to see a clapped-out LeCar

**Insider Tip:** A self-proclaimed “ugly oil stain on the Pebble Beach Auto Week,” the Concours d’LeMons once again welcomes ranks of beaters to Monterey Car
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Photo credit: remusalfred.com
Week — this time at Seaside City Hall. Rust buckets and junk that barely rolled off the assembly line — in short, the worst of the automobile world — will compete for thrift-market trophies.

Insider’s tip: Make no mistake: This event really does celebrate (or is that wallow in?) the lowest of the low. Go to make yourself feel better about your own cars, or just to clear the palate before Pebble Beach the next morning.

Concorso Italiano

Where: Black Horse Golf Course, 1 McClure Way, Seaside, CA 93955
When: August 19, 9:30 a.m. to 5 p.m.
Web: www.concorso.com
Phone: 425.742.0632
Cost: $175, which includes parking, a goodie bag and a collector’s magazine. Children younger than 12 attend for free with a paying adult. The Alfresco Lunch is $60. The CI Club Package, which includes a Friday afternoon reception, breakfast, Concorso’s famous gourmet Italian Country lunch, morning and afternoon snacks, choice wines and admission, is $475. Those exhibiting a car get a discount.

Insider tip: This year’s Concorso will feature the 70th anniversary of Ferrari, the 50th anniversary of the Maserati Ghibli, and Alfa’s iconic GTV. This year’s event also will welcome between 800 and 1,000 of the most beautiful Italian cars in the world. Concorso celebrates all things Italian, so expect wonderful food, a fashion show and music — all on the fairways of Black Horse Golf Course. Our own publisher, Keith Martin, returns for his 19th year as emcee, and our cross-country Bradley GT is allegedly set to make an appearance. As always, get there early and leave the long walk from the parking lot to the late-arriving folks who don’t read these insider’s tips in SCM. Look for the Sports Car Market booth, and be sure to stop by and say hello.

20th Anniversary Ferrari Event at The Barnyard

Where: The Barnyard Shopping Village, Carmel, CA 93923
When: August 19, 4 p.m. to 7 p.m.
Web: www.thebarnyard.com
Phone: 831.624.8886
Cost: $50 in advance, $60 at the gate. Pre-registered Ferraris get complimentary tickets

Insider tip: How does a relaxing evening of strolling among 50 or so Ferraris sound? There is no better way to rest up for the rigors of Pebble Beach the next morning than to sip a variety of wines and graze on gourmet food as the balmy California summer day eases toward night. This easygoing event often flies under the radar of the Monterey Car Week glitz and glamour, but it’s a highlight for many insiders. All proceeds go to the Arts Council for Monterey County and the Rotary Club of Monterey Cannery Row.

Sunday

Pebble Beach Concours d’Elegance

Where: 18th Fairway, Pebble Beach Golf Course
When: August 20, 10:30 a.m. to 5 p.m.
Web: www.pebblebeachconcours.net
Phone: 831.622.1700
Cost: $325 in advance, $375 on the day of the show. Children under the age of 12 are admitted free in the company of an adult. Club d’Elegance tickets, which include VIP parking, early access to the show field, guided tours, and full breakfast and lunch buffets, are $750.

Insider tip: Isotta Fraschini, Castagna Coachwork, American Dream Cars of the 1960s, Ferrari Major Race Winners, and Ferrari One-Off Speciales are some of the featured exhibits and cars of the 67th Annual Pebble Beach Concours d’Elegance. This is the biggest single event of the collector car year, and each one of the 200 cars on display is world-class. If you’re hoping to get clean, unobstructed photos of all this automotive beauty, your best bet is to arrive at dawn for “Dawn Patrol” — when the eerie mists and concours entrants arrive simultaneously as the sun comes up over the golf course.
1955 JAGUAR XK140 MC DROPHED HEAD COUPE
Red with Black Leather Interior. Top and Matching Hard Top. Better than the Original Matching Numbers. Engine: 3.8L, 179 HP. RHD. Original Paint. $52,000

1966 JAGUAR E-TYPE SERIES I 4.2 LITER ROADSTER
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White w Black Leather Interior. Top and Matching Hard Top. Better than the Original Matching Numbers. Engine: 5.0L, 300 HP. RHD. Original Paint. $95,000

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Black w Red Leather Interior. Top and Matching Hard Top. Better than the Original Matching Numbers. Engine: 2.7L, 177 HP. RHD. Original Paint. $85,000

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1979 FERRARI 308 GTS
Rosso Corsa w Tan Leather Interior. Highly Desirable. Only 25,000 Miles. Engine: 3.0L, 240 HP. RHD. Original Paint. $175,000

1964 ROLLS ROYCE MPW DROPHED HEAD COUPE
O'Leary White w Red Leather Interior. Top and Matching Hard Top. Better than the Original Matching Numbers. Engine: 6.7L, 300 HP. RHD. Original Paint. $125,000

1957 MERCEDES-BENZ 300SL ROADSTER
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2017 Pebble Beach Motoring Classic

Where: Kirkland, WA, to Pebble Beach, CA
When: August 7–16
Web: www.pebblebeachconcours.net
Email: almcewan@msn.com or notsu@pebble-beachconcours.net
Telephone: 206.999.4485
Cost: $11,000 for one car and two participants. This includes all Pebble Beach Concours d’Elegance events, including the Pebble Beach Tour d’Elegance. This does not cover accommodations in Pebble Beach.
Eligibility: Quality, thoroughbred cars built before 1968 are invited to participate. All cars must have an elegance that befits the concours.
Insider tip: Only 30 cars are accepted on this 1,500-mile West Coast road trip, which includes all accommodations (except at Pebble Beach), meals and entertainment. Participants also get special event perks that are usually reserved for concours entrants and judges.

The Quail Rally

Where: This event changes route each year, but it always sticks to the great driving roads of the Monterey Peninsula.
When: August 14–16
Web: signatureevents.peninsula.com

2017 Pebble Beach Tour d’Elegance presented by Rolex

Where: Starts at Portola Road in Pebble Beach.
When: August 17, 7 a.m. to 3 p.m.
Web: www.pebblebeachconcours.net
Phone: 831.622.1700
Eligibility: Any car entered in Sunday’s Pebble Beach Concours.
Insider tip: The tour follows parts of the original 17-Mile Drive, traverses nearby mountains and valleys, dips down to scenic Highway One and makes a stop in Carmel-By-The-Sea. Spectators can watch for free from spots along the route. Many people visit the Ocean Avenue parking area in Carmel-By-The-Sea to see the world’s best concours cars out on the road. In the event of a tie in Sunday’s concours, cars that complete the tour have the advantage. If you don’t have a car in the event, it’s still fun to stake out a nice spot on the route and see much of the Pebble Beach Concours field out on the road — and doing what they were built to do.
Discover the mighty Mekong river and the countries it passes...
From Yangon to Mandalay, through the province in China to Sichuan, to the beautiful farmlands of Lijiang, then south to Laos visiting Luang Prabang, and going into Vietnam to the imperial city of Hue and further to Danang, Dalat, ending in Ho Chi Minh and the river delta!

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2017 Italian Stampede

Where: The Eighth Annual Italian Stampede begins in Los Angeles and takes a one-day drive on a fun and scenic route to Monterey Car Week. Only 100 cars are accepted for this 300-mile trip from Los Angeles to Monterey.

When: August 17, 2017

Web: www.italianstampede.com

Phone: 310.920.5454

Cost: $495 per car for the rally, which includes event apparel and lunch. The Welcome to Monterey Party is $150 per person. This event has some room blocks at local hotels.

2017 Rolex Monterey Motorsports Reunion

Where: Mazda Raceway Laguna Seca, 1021 Monterey-Salinas Highway, Salinas, CA 93908

When: August 17–20 from 7 a.m. to 6 p.m.

Web: www.mazdaraceway.com

Phone: 831.242.8200

Cost: Thursday general admission is $30. Friday general admission is $60, Saturday admission is $90 and Sunday admission is $70. A two-day pass for Saturday and Sunday is $120 and a three-day pass is $150. A four-day general admission and paddock pass is $170. All prices are in advance — gate prices are higher. Other packages — including suites and tented areas — are available on the track’s website.

Insider tip: This year’s event celebrates the 60th Anniversary of Formula Junior, the 70th Anniversary of Ferrari and the 60th Anniversary of Mazda Raceway Laguna Seca. This means we’ll see lots of vintage Ferrari racers screaming and yowling around Laguna Seca. The Rolex Monterey Motorsports Reunion is the best place in the world to see rare, vintage race and sports cars compete on the track. More than 550 cars — including 1955–62 GT cars, 1961–63 Formula Junior cars with disc brakes, 1958–60 Formula Junior cars with front engine and drum brakes, Pre-1940 Sports Racing and Touring Cars, 1963–73 FIA Manufacturers Championship and 1927–51 race cars — will roar around the track. This is the place to see, hear and feel history in motion.

Pacific Grove Rotary Concours Auto Rally

Where: Downtown Pacific Grove and all around the Monterey Peninsula

When: August 18, noon to 8 p.m.

Web: www.pgautorally.org

Phone: 831.372.6585

Cost: $90 to drive only; $115 includes barbecue dinner

Insider tip: This year marks the 23rd running of this casual rally, which will stage on Lighthouse Avenue. Most entered cars are pre-1974, but some newer cars are accepted. More than 200 cars hit the road to 17-Mile Drive, and more than 8,000 spectators cheer them on. The event ends with a barbecue dinner in Chautauqua Hall. Proceeds benefit Pacific Grove Youth Action.
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PREVIEW WEEK AUGUST 14 THROUGH 17

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On March 12, 1947, Enzo Ferrari drove his first namesake automobile out his workshop’s gates for a short drive around Maranello. The vehicle didn’t even have bodywork, but the modest event heralded the beginning of a tradition of testing Ferrari automobiles on public roads prior to customer delivery.

The outing may not have seemed significant at the time, but it was the beginning of a company that would become one of the most powerful brands in the world. Less than two months after the testing of the mule, the first Ferrari — a 125S — competed in its first race. Success eluded it due to a fuel-pump failure. It took just nine more days before Ferrari posted its first victory. The company would go on to chalk up nine victories that first year, including one with the famed Tazio Nuvolari at the wheel. That season was the precursor to a legacy that is unparalleled in automobile racing history.

The following years saw Ferrari field many of the greatest cars in racing, driven by the best drivers on the planet. Cars such as the 166 MM, 250 Testarossa, 250 GTO, 250 LM, 365 P3/4, and 333 SP ruled sports car racing.

Ferrari’s Formula One entries have always been at the pinnacle of the sport, and landing a Ferrari F1 ride has been the goal of most of the top drivers.

State of the art

Ferrari production cars benefit from Ferrari’s racing experience and offer near state-of-the-art performance with a little held back for legendary reliability. But it is the styling that must be credited for Ferrari’s immense popularity. Through partnerships with Pininfarina, a few other design houses and Centro Stile, each new Ferrari is a creation worthy of the cover of the top automobile magazines. It doesn’t matter if it is a race car, show car, one-off Speciale or a production model; every Ferrari is a combination of high style and good taste.

It is no wonder that the combination of racing heritage, performance and beauty has made Ferraris some of the most valuable cars ever made. Fifteen of the top 20 cars to sell at auction are Ferraris, topped by a 250 GTO at $38.1m. No other manufacturer has more than one car on that list.
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A new celebration

This year, Ferrari is celebrating its 70th anniversary. The celebration will last the good part of a year and include special cars, parties, tours, racing and exhibitions taking place around the world.

Ferrari has developed some special cars to commemorate the anniversary. The LaFerrari Aperta is the headliner. Only 200 examples of this open-top LaFerrari will be built, and the entire edition was sold out before the model was ever announced at a price that was of little matter to the buyers. The fixed-roof version of the LaFerrari hypercar set the bar for Ferrari street-car performance, and while the Aperta doesn’t raise the performance bar, it ups the fun factor and is so exclusive that one of Ferrari’s best clients unsuccessfully sued to get one.

Additionally, Ferrari’s “70 Style Icons” is a collection of individual Ferraris with exclusive liveries based on 70 famous Ferrari race cars and Speciales. The exercise showcases Ferrari’s Tailor Made division, which is a liaison between the client and Ferrari manufacturing that turns the client’s imagination into the car of their dreams, and Ferrari’s in-house Centro Stile design house.

Five of each livery will be built. Interior colors will be matched to the representing icons, but other features can be specified by clients. Five different Ferrari models will be used for the project, giving 350 different possible Icon combinations.

Prancing Horses in Monterey

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Ferrari will be having several celebration events during Monterey week. Most are private shindigs for their best clients, and attendance is by invitation only — if you have to ask what’s going on, you’re not invited. But beyond that, Ferrari has chosen the Pebble Beach Lodge for their public 70th Anniversary display. Make your way to the first fairway of the Pebble Beach Golf Links and you’ll be treated to a display of iconic Ferraris as well as displays of new Ferraris and other Ferrari products.

When you’re done on the fairway, continue down to the concours field, where you will find several Ferrari-exclusive classes. The groupings have been carefully selected by Pebble Beach’s staff to represent a cross section of the most important Ferraris imaginable.

The 70th Celebration will wrap up with a September social in Maranello, Italy. An exclusive Ferrari concours will highlight several days of soirees. RM Sotheby’s has announced an important auction to coincide with Ferrari’s events. Details of all this can be found at 70.ferrari.com. The site also has a series of videos documenting important times in the company’s history. Even if you know the history, you’ll find the clips entertaining.

Happy Anniversary, Ferrari, and thanks for the memories. ■
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After World War II ended, U.S. automakers resumed full production. The sleek shapes and bold styling elements of mid-century new model cars were initially influenced by jet aircraft and rockets, which were considered the epitome of advanced aerodynamics and engineering.

We know from surviving sketches that even more futuristic concepts were rendered for internal presentations, but mass-production requirements dictated more practical cars. General Motors’ fabulous traveling Motorama shows were seen coast-to-coast, dazzling thousands of attendees while displaying impractical four-wheeled fantasies that were never meant for dealer showrooms.

The auto business was simpler then. Safety regulations were virtually nonexistent. Bumpers just bumped. Steering columns were lethal spears waiting to impale a hapless driver in a collision. Emissions controls were years in the future. Crash-testing new models was unheard of, and 25-cent gasoline didn’t dictate restrictions on engine sizes. Most cars were still body-on-frame construction, which meant a one-off dream car could be readily fabricated.

The cutting edge

There was a predictable sameness about many new model cars as the ’50s ended and the ’60s began. Into this vacuum charged a number of creative geniuses — some from the industry, others as consultants, and a few as hot-rodgers and customizers. In one case, it was to save a flagging company. Others were motivated by the
desire to win on the custom-car-show circuit or even build a car for a Hollywood film. One designer, whose work with Italian collaborators was especially cutting edge, wanted to augment bygone legendary marques with new, futuristic coachwork.

Each of the cars in this exciting Pebble Beach class is largely the work of a single talented designer. No two “Dream Cars” are remotely alike — all of them are very creative interpretations showing just what could be done with individual concept cars in the free-wheeling 1960s.

The “Dream Cars of the 1960s” Class showcases the work of well-known Detroit designers such as Virgil Exner, Alex Tremulis and Paul Farago (and his Italian partner Sergio Coggiola); industrial designer Brooks Stevens; skilled engineer Herb Adams; talented amateurs Andy DiDia and Richard Bosley; and creative customizers Dean Jeffries and Gene Winfield. They all had one thing in common: They weren’t afraid to push the envelope.

**Dreams become reality**

The DiDia 150 is just as shocking today as it was when Hollywood crooner/actor Bobby Darin and his wife, Sandra Dee, rolled up at the Academy Awards in it in 1961. Andy DiDia conceived this creation in 1953, with Chrysler designer Edward Francoise, and it took seven years to complete. The DiDia’s finish, reportedly done by George Barris’ shop, consisted of 30 coats of Swedish Pearl Essence, spiced with crushed diamonds.

Brooks Stevens’ designs ranged from civilianized Jeeps to the low-slung Excalibur. By 1962, despite the efforts of design consultant Raymond Loewy with the Avanti, Studebaker’s sales had stalled. Stevens, (who’d freshened the Studebaker Hawk) penned the radical Studebaker Sceptre. Built by Carrozzeria Sibona-Basano of Turin, it has a full-width Sylvania headlamp assembly designed to minimize glare to ongoing traffic. Lacking funds to launch the Sceptre, Studebaker folded, and Stevens kept the prototype.

Pinstriper, painter, skilled fabricator and Hollywood stuntman Dean Jeffries could do it all. He was part of the team that produced the first Cobra. Dean built the Mantaray for the 1964 Grand National Roadster Show in Oakland, CA. Its chassis came from a pre-war Maserati GP car. Jeffries built a tubular steel framework, welded pieces of sheet aluminum to form the body, then created his first bubbletop by blowing air into a mold of molten plastic. The asymmetrical Mantaray is powered by a
289-ci Ford V8 that Carroll Shelby gave Dean.

LeRoi “Tex” Smith took an unconventional approach to win the Oakland Roadster Show with the radical XR6 in 1963, backed by an all-star cast. Steve Swaja designed it; George Barris and Gene Winfield built it, and Tony Nancy did the trimming. The XR6 was loosely based on a 1927 Ford Model T, powered by a full-race Dodge Lancer slant six with three side-draft Weber carburetors. A tubular chassis, independent VW front suspension, a Dodge Dart rear, asymmetrical styling, and hidden headlamps are a few highlights.

An Oakland Roadster Show Tournament of Fame Award winner, the “Reactor,” by custom-car legend Gene Winfield, was commissioned, designed and built for Joe Kizis’ 15th Annual Hartford Autorama. It has a hand-built aluminum body, welded to a tubular steel frame and mounted on a Citroën DS front-wheel-drive chassis, and it’s powered by turbocharged flat six from a Chevrolet Corvair Monza. Initially called the “Autorama Special,” it was bought back by Winfield, who renamed it “The Reactor.”

Pontiac engineer Herb Adams’ 1965 Vivant roadster was inspired by Carrozzeria Bertone’s Franco Scaglione-designed Alfa Romeo B.A.T. prototype coupes. Adams designed the Vivant’s space-frame chassis. Its sleek body was built by three European panel-beaters. Pontiac design cues were baked in, and the engine was a special 370-ci Pontiac V8 that Adams initiated for a Pontiac development program.

With “Le Patron” Ettore Bugatti and his son Jean both deceased, Pierre Marco tried to resurrect La Marque in 1951 with an improved Type 57 chassis as the basis for the new Type 101. Chassis 101106, the last one built, and with a supercharged straight-eight, was bodied by Carrozzeria Ghia to a Virgil Exner design. It was exhibited at the 1965 Turin Motor Show, but no orders ensued.

Exner later produced several “revival” body designs for a re-appearance of Duesenberg, Stutz and Mercer. Only the Stutz went into limited production.

Richard Bosley traded his first special for a racing Corvette ex-Sebring SR-2 chassis which he used for his 1966 Bosley Mk II “Interstate,” named for the new highway system. He built a monocoque fiberglass body, and installed a 345-hp, Tri-Power Pontiac V8. The Interstate Mk II received considerable press coverage, and it was invited to the Henry Ford Museum for the 1967 Annual Sports Car Review. Lost until the early 1990s, it’s been completely restored.

In 1967, California-based Gyro Transport Systems retained Tucker designer Alex Tremulis to design a prototype two-wheeled car that became known as the Gyro-X. Powered by a transversely mounted Mini 4-cylinder, it had a hydraulically-driven gyroscope developed by Thomas O. Summers. Troutman and Barnes built the only running example. The Lane Motor Museum in Nashville, TN, acquired the Gyro-X in 2012. Restored with the help of Italian gyroscope experts, the Gyro-X is operable for the first time in decades.

The Farago CF 428 was a design exercise by Paul Farago and Sergio Coggiola, who worked at Carrozzeria Ghia in Torino, Italy, with Vigil Exner, Head of design for Chrysler. They developed most of the Chrysler/Ghia concept cars of the ‘50s and ‘60s. After a stint with Dual-Ghia, Farago and Coggiola established Carrozzeria Coggiola in Torino. Their first project, the Farago CF428, was built for Pontiac GM John DeLorean, who wanted “an attention getter” concept car with a Pontiac drivetrain. Farago later joined Virgil Exner as Chief Engineer of the Duesenberg II revival, which led to the Stutz Blackhawk, both using Pontiac components.

Don’t miss the 1960s “Dream Cars” at Pebble — you’ll not see their like again.

1966 Bosley Mk II “Interstate”
Twice Around the Clock

The YANKS at LE MANS

Tim Considine

Forewords by Dan Gurney and Hurley Haywood

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The Essence of Alfa

GTVs represent the best of Alfa Romeo from a period that was arguably the company’s post-war high-water mark

by Donald Osborne

Last year’s Concorso Italiano celebrated the 50th anniversary of the Alfa Romeo Duetto. Building off that enthusiasm, Sports Car Market teamed up with the event to plan four annual celebrations of Alfa’s icons. For 2017, the featured model is the GTV, alongside the new Giulia and 4C.

While the 1900 of 1950 was the first car to bring Alfa Romeo out of the realm of toys for the ultra-rich and racing drivers into the world of the upper-middle class, the Giulietta of 1954 was the marque’s true entry into mass production. Over the course of 11 years, nearly 178,000 Giulietta Berlinas, Sprints and Spiders were built. That’s a remarkable achievement considering that from the founding of the company in 1910, no more than a few hundred cars left the factory each year.

The Giulietta was joined by the new Tipo 105 Giulia sedan in 1962, fitted with a 1,570-cc DOHC 4-cylinder engine. The replacement for the Giulietta Sprint coupe arrived in 1963 with the Giulia GT. While it didn’t carry the “Veloce” name, it was equipped with twin carburetors and put out 105 hp — 15 more than the outgoing 1300 Sprint Veloce.

The clean, simple, timeless lines of the Giulia GT were created by a young Giorgetto Giugiaro and drew heavily on his earlier design for the 1960 Alfa 2000 Sprint, which later became the 2600 Sprint. Unlike the 2000 and 2600, Carrozzeria Bertone didn’t actually build the Giulia GT, which is why the badge on them reads “Disegno di Bertone” — design of Bertone — rather than carrying the coachbuilder’s own logo.

All the coupes became “Veloce” in 1965, with a slight bump in power for the 1600 engine and added torque. Now called the Giulia GTV, this name would remain in place for the rest of the model’s life. The 1750, introduced in 1967, marks one of the few examples of a manufacturer understating the size of an engine in naming a car. Most would have happily called their 1,779-cc offering an “1800,” but Alfa wanted customers to look back to the legendary 6C 1750 cars of the pre-war era instead.

Well-built — even with injection

With the 1750, emissions regulations dictated that Alfa drop Weber carburetors for its North American models, and they were fitted with the company’s SPICA mechanical fuel injection. As the former owner of several SPICA-injected cars, I will categorically state that this much-maligned system works a lot better than the ham-handed shade-tree mechanics who have ripped them out of cars would have you believe.
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Set up correctly and left alone, they provide a plausible driving experience far better than most badly done Weber conversions. Want proof? SPICA injection was used on the 4-cam V8 engines of the Tipo 33 endurance racing cars and the Alfa Romeo Montreal. Think it can’t handle your GTV? Think again.

The final variant took the engine out to 1,962-cc and became the 2000 GTV in 1971. It’s worth noting that there are no U.S.-delivery 1968- and 1970-model-year Alfas — the company took these years off to sort out the regulatory scene.

Alfa Romeo’s workers built these coupes well, and even today a good example should be solid — squeak-and rattle-free. The styling is well balanced and quite elegant for a small car, which is a difficult feat to accomplish. The detailing is lovely, especially on the elegant sculpting of the front end of the earliest, “step nose” models. The 1750 GTV offers a unique two-pod dashboard and flying-buttress sport seats in the most sought-after 1969 model, while the 2000 GTV is more elemental and dramatic with its quad front lights and big taillights.

With more than 117,000 of the GT and GTV coupes built from 1963 to 1976 and a further 105,000 of the small-displacement “tax special” GT Juniors, this one model was by a long measure the most popular vehicle Alfa had ever built. Its success surpassed by double that of the evergreen Spider, whose variants over 27 years from the Duetto through the final Spider Veloce numbered 124,000.

**Originality is key**

The GTVs represent all that is best about Alfa Romeo from a period that was arguably its high-water mark in the post-war 20th century. In the decade of the 105/115 coupes, Alfa carried all before it — success in racing and a full line of desirable cars that delivered far more than could be expected, all with unquestioned style and panache. Every one of the GTVs feels like a much more expensive car than it was — then and now.

While they were certainly not inexpensive when new, it would have taken a very experienced and sophisticated person to justify spending three times the money in 1969 for a Ferrari 330 GTC. Whichever is your choice, they all have the same spirit that rewards time behind the wheel with a grin. They have much better balance than the spider models, the added weight of the roof giving assistance to keeping the solid rear axle planted.

An important value determinant in the GTV is originality. For years, Alfisti have thought little of modifying their cars to suit personal preference or to enhance performance. Now, those examples that retain and build value the best are those that are as Alfa built them. This is especially true for 1600 and 1750 models that have been upgraded with 2-liter engines. Period alloy wheels and other correct period accessories are exceptions to this rule.

Values were flat for years on these cars, which were mostly traded from one Alfista to another. In the past five years, however, they have been discovered by a larger world and have dramatically increased in price. The best 2000 GTV or 1969 1750 can command $60k, and the GT step-nose models the same or more.

But as in all true enthusiast hearts and minds, the real payback with a GTV is emotional. One will never disappoint your soul. ■
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he first day of Monterey 2014, my broker friend took one look at my five-foot-nine and 138-pound size and said, “Your job this week is caretaker of my client’s one-of-12 Maserati MC 12 Corsas, okay?” Why? Because no one, including the owner, could fit in the car.

So my weeklong journey in the Maser was obscenity at its finest. 860 hp, not street-legal, open pipes, zero ground clearance. Every corner was a three-point turn! Yikes. And it wasn’t mine.

Driving to the Carmel show, screaming down Monterey Highway at 155 mph, going to the Jet Center, then taking first place at The Quail event. Everyone thought I owned the car. I kept pinching myself.

Truth be told, I’ve driven close to the best of everything. Even an Enzo. This was better — probably the fastest car I have ever driven.

Three years later, I’m still the same weight and am hoping for another opportunity. I’ll be waiting in the parking lot of In & Out Burger for my ride this year. Eat up, guys.

— Steve Sunshine, via email

I have not been to Monterey since 2012 and look forward to going this year. My first year attending was in 2008, inspiring me to attend five years in a row. I always went with three other friends from Florida.

In 2011, I met my better half at the very end of the Gooding auction. I was introduced by one of my Florida friends. When I first met Sandy, we were talking and eating the free popcorn Gooding gives out. I started to choke; having no drink, I drained hers. We have been together for almost six years now.

Looking back at photos from that year, Sandy was in the background; we had mutual friends but never met. I was too busy looking and photographing cars. — Ralf Berthiez, via email

Several years ago, while attending Monterey Week, I viewed a California Spyder which belonged to a gentleman from Hawaii. We ran into each other at various events throughout the week. I fell in love with the car, red with black interior.

Now on the day of the big event — the concours, I had to park all the way over by Spanish Bay and took a bus to the concours. At the end of the day, I wasn’t looking forward to the long walk to the waiting buses and then the slow ride back to Spanish Bay. Suddenly someone was beeping his horn behind me. It was my favorite car and my new friend. He asked where I was parked and offered his services to chauffeur me to my car. It took less than a New York second to agree.

With his permission, I pulled out my video cam and recorded the entire trip from the lodge down 17-Mile Drive all the way to Spanish Bay. One of my favorite moments in my 27 years of attending Monterey Week.

— Rick Mikulski, via email

In the mid-1980s, I went through a divorce. This meant that I had to part with a few treasures (my former wife not being one of them). One was one of my favorite cars.

The fella I sold the car to became a good friend of mine. He did a 100-point restoration on the car, and Road & Track did a seven-page article on it in 1994. It was invited to Pebble Beach in 1996. Knowing this was going to be the closest I’d be to having a Pebble Beach car, I flew out for it.

The fella who designed and built the car in 1953 also came out with his wife. We all had a wonderful weekend, topped by the car taking first place in the Sports Car Class and The Briggs Cunningham Award (Most Exciting of The Show). So I can say I used to own a car that took first place at Pebble Beach. The car was a 1953 Bosley that I owned for 10 years before selling to my friend Ron Kellogg of Whittier, CA. It is now part of the collection at the Petersen Museum. The good news is that I was able to build up my collection again and I now have a really great wife. — Bill Hebal, via email
I made my first mammoth trip to Monterey in 1987 and have returned most years since. I have purchased several cars at the many auctions and bought my Formula 5000 at the Historics in 2007. But my highlight was 2015.

That year, I was extremely fortunate to have my entry accepted to race at Laguna Seca. I was able to race the ex-Jerry Hansen 1968 Lola T140, as Formula 5000 was an accepted category.

Unfortunately, after qualifying extremely well at the Pre-Historics — fastest of the non-wing cars and 18th in a field of 38 — I had a major engine failure in the first race.

I had plenty of spares but no spare engine. But with the help of three New Zealanders, one whom had called the U.S. home for more than 30 years, the problem was resolved: We purchased a 327 SBC from the local speed shop and prepared it as a race engine, still with hydraulic cam!

We made the Historics, qualified second-last of 43 cars, and were classified as finishing 27th with temperature gauge reading 260F!

The real highlight of the weekend was winning the Bonhams Trophy for spirit of the event.

I had managed to bring my car from Australia, compete after great adversity, and most importantly, race at legendary Laguna Seca. — John Bryant, South Australia

2001: First time out for the restored 1938 Number 10 Sparks-Thorne “Little Six.” At Pebble Beach: Winning the Hulman Trophy for the best race car on the field. At the Monterey Historics: Winning it all — The Monterey Cup, the Phil Hill Award and the Rolex Award. I don’t think I’ve ever recovered from that weekend! — Joe Freeman, via email

Monterey/Carmel 2004: It’s almost an annual trip since the late 1980s, and on this occasion, I had an extra special treat on the road. We had a group of friends driving up the coast from Southern California. It was also the year of Ferrari at the Historics, with a few in our group!

As we were approaching our planned lunch destination, I was pulled over by the police along with my brother in the car just in front of me. Pretty minor infraction, but I guess we did stick out in the crowd.

Our lunch destination was the Ventana Inn. At some point, as we were taking our table, one of the hosts mentioned Sergio Pininfarina was looking at one of the Ferraris in our group. Naturally, we were all pretty excited and wanted to meet him but at the same time not be a bother. After he finished his meal, we asked if we could take a couple photos with him. He was most gracious and spent time taking pictures and signing the gas caps of a few Ferraris.

Not being a Ferrari owner, I didn’t think it was appropriate to have him sign my 911, so I handed him my recently received ticket for signature. Now framed in my garage! I was just reminded of this trip as one of the Ferraris, wearing the now clear-coated signed gas cap, recently joined us for a back-country breakfast run.

It was a great pleasure to meet Sergio Pininfarina briefly, and I will always remember and appreciate the graciousness of him and his wife. — Paul Hastings, via email

I come from a long line of gate-crashers. A couple of years ago, I jumped the fence at Concorso Italiano to avoid paying the entrance fee. After jumping the fence, I’m walking along the rows of Ferraris, and behind me I hear, “Sir.” I pick up the pace, and again I hear a more urgent “Sir! Sir!” I’m now running down the row of Ferraris, and calculating my net worth as I’m running — and I can more than afford the entrance fee.

I decide to check out the people chasing me, to size them up, so to speak. I’m in my 50s, but I run every day and am in good shape. As I go in between the display booths I turn around to see if I can outrun them. Chasing me are two young college-age men who were working security. No way was I going to outrun them. They pull in with one on each side of me. As we are walking, they ask me how much the entrance fee was. I tell them and they ask me to pay them or they are going to turn me over to the police. I pay them each $40.

An hour later, I see them in their golf cart. They have purchased new Ferrari golf caps, are each eating a large turkey leg and drinking a Coke. The next year, I paid the entrance fee. — Michael Thompson, via email

In 2015, we were honored to have a car accepted for the Pebble Beach Concours — a 1961 Fiat-Abarth 1000 GT Bialbero that had been part of the Briggs Cunningham racing team in the early 1960s.

On March 23, 1962, our car was driven by Bruce McLaren as part of a three-car Cunningham Team Abarth attack at the Sebring 3-Hour Race, the opening event of the 1962 World Championship season.

McLaren came in 1st in our car, battling and besting Sir Stirling Moss, who came in 2nd that day.

In any event, back to 2015, on the Thursday prior to the Sunday concours is the rally for entrants, and there we were lined up on the grid waiting to start. Not 10 feet from our car was Sir Stirling Moss.

At the urging of my son, I rather sheeplishly approached Sir Stirling, introduced myself and then pointed out our Abarth and asked if he remembered the car.

He peeked over at the Abarth, and without a moment’s delay said, “I bloody well remember your lovely car, and if I had more horsepower that day I would have beaten that bastard McLaren.”

Pebble Beach, Sir Stirling Moss and our little Abarth. Doesn’t get much better. — Jeff Brynan, via email
OCcupations: Airline Captain, former naval aviator
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Favorite pastime: Teaching high performance driving
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Fun hobby: Detailing cars
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MONTEREY / Insider Tips

Doing Monterey Right

You can’t see all of Car Week, but you can decide what you’re not willing to miss

by Jim Pickering

Monterey Car Week is a car lover’s dream, but that dream turns into a rude awakening when the logistics of getting to all the events come into play. What it boils down to is this: There simply isn’t enough time to see everything Car Week has to offer.

This year’s Monterey Car Week is my 11th with Sports Car Market, and I’m still trying to get to all the events. But while I haven’t yet seen everything, I have picked up a bunch of tips and tricks over the years that make the week work for me. Here’s my take on making the most of the best collector car event on the planet:

1. Plan your days and plan your meals

If you’re a Ferrari fan, plan to get to Pebble Beach on Sunday. There are three special classes there this year. Looking for a special car at auction? Check out what’s running at each location and when, and plan on being there at least 30 minutes before that car runs across the block.

But just as — if not more — important is making sure you eat. Why? Because A-list cars are everywhere in Monterey. If you’re like me, you’ll lock on to a 250 SWB or DB4GT every few minutes, walk over to check it out and lose track of time.

Before you know it, you’ll be rushing off to some cocktail party without having had lunch because you were too busy chasing cars. Those results won’t be pretty, so make lunch and dinner reservations either literally or figuratively and stick to them.

2. Make time for car spotting

You’ll see everything on the road in Monterey: Cobras, GT40s, Ferrari 250 TRs, D-type Jags, Tuckers, and every modern supercar known to man. It’s fun to spot them between events, but if you’re a die-hard car nut (and I know you are), be sure to make some time just for that. I like heading to downtown Monterey after dark to spot rarities and to listen to V12s, V10s and V8s roar through the Monterey tunnel.

3. Don’t try to do too much — but know what you’re missing

Be realistic with your expectations. You can’t be everywhere at once — know that if you want to go to The Quail for the day, you’ll miss Legends of the Autobahn and Porsche Werks Reunion. You can do a little of each, but you’ll have to keep a strict schedule to do it — and I think you’ll end up happier if you take time to enjoy one event rather than rushing through three.

Also note that the Gooding auction has moved up its event this year — it’s no longer the Sunday night finale to the week, which used to be the only thing going on after the concours and races. Now, just like everything else, getting there means knowing what else you’re missing.

Pages 60 and 62 of this guide can really help here. The timeline pages show what’s happening each day and at what time, which can help you see what you might be missing when attending each event.
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4. Auction previews are a must
It’s a prescribed time to go look at the cars for sale. Up close. This is key for that moment, which always seems to happen at auction, where something looks too cheap on the block and you’re tempted to jump in.

Say you’re in at what you think is under the money on a shiny E-type that looks great under the lights. Can’t lose, right? But once you own it and see it up close, you find it could really use new paint, chrome and a rear main seal.

Maybe it was the deal of the century after all — just for the seller, not you.
Information is priceless, and since that’s what previews are all about, they are too.

5. Get to the track
The Rolex Monterey Motorsports Reunion is one of my favorite events of the year, mostly because it’s one of the few places in Monterey where classic race cars can scream as intended. Walking across the pedestrian bridge to the pit area of the track as Can-Am or Trans Am racers roar by underneath is still a highlight for me, and so is seeing legitimately rare racers battle it out through the corkscrew. Strolling through the pits is great, too. Driving out to Salinas and spending a morning or afternoon here is well worth the investment of time.

6. Don’t take an old car with known issues
This may sound silly, because every old car has some sort of issue. But consider this — you’ll miss out on a morning of events while you’re waiting for a tow thanks to a bad clutch that finally expired in heavy Monterey traffic. So if you’re going to take an old car and use it as your only transportation for Monterey, get it completely checked out by your trusty wrench before you leave. And if that car gives you any trouble on-site, just leave it at the hotel and catch a lift with someone else. That way you can deal with the trouble later, rather than miss out on an event you’ve waited all year to see.

7. Sunscreen and a coat
Monterey weather isn’t unpredictable, but I have seen everything from 65-degree rain to full-sun 95-degree days dripping with 95% humidity. You’ll also find that while it’s hot and dry out at the track, it’s likely cold and misty in downtown Monterey or at Pebble. So plan for both possibilities with a coat and sunscreen. Also bring a good pair of sunglasses and a hat. You’ll likely need it all.

8. Get to the Pebble Beach Concours early
Parking is a well-known challenge on Concours Sunday at Pebble Beach, but it can be easier to handle before the masses show up. Getting on-site early also allows you a better view of the cars on the green, as you’ll be among the first there. If you can get in for Dawn Patrol — viewing the cars roll onto the green as the sun comes up, and offered as part of the $750 Club d’Elegance package — you’ll be glad you did.

9. Don’t rely on your smartphone
It shouldn’t surprise you that cell service isn’t great on 17-Mile Drive — cell towers don’t blend in well with the scenery. Consequently, you’ll likely find that your phone may not have great service when you’re at Pebble Beach, or at the Gooding auction. Some do, some don’t.
Just in case, put this guide in your car and use the addresses inside to help you navigate from place to place during the week. Left it at home? No problem, just come to the SCM booth at the Gooding auction. We’ll be happy to give you another.

10. Bring your camera
Heading to an auction? Bring your camera. Heading to dinner? Bring your camera. Heading anywhere at all? You get the picture.
Monterey is a special week full of special cars, and you’ll kick yourself for that one moment you saw something cool and were not armed with a shutter. Even an iPhone will do the job — just know how to use it and have it ready, because you never know who or what might be coming around the next corner in Monterey.

SCM Staff’s Favorite Monterey Eats

**The Crown and Anchor**
150 W Franklin St., Monterey, 93940
831.649.6496
British pub with a nautical theme. Great for lunch or dinner.

**Baja Cantina & Grill**
7166 Carmel Valley Road, Carmel, 93923
831.625.2252
Fantastic Mexican food and great car spotting.

**Gino’s**
1410 S Main St., Salinas, 93908
831.422.1814
Good Italian food, 10 miles up Highway 68 from Laguna Seca.

**Café Rustica**
10 Del Fino Place, Carmel Valley, 93924
831.659.4444
Casual dining with great outside seating.

**Mi Tierra Carnicería**
1000 Broadway Ave., Seaside, 93955
831.394.8113
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To be shown at Concours-on-the-Avenue Carmel-By-The-Sea, California Tuesday, August 15, 2017


To be shown at Porsche Werks Reunion PCA Concours at Corral de Tierra Country Club Salinas, California Friday, August 18, 2017

1958 Porsche 356A Speedster: Meissen Blue/Red, Same owner for past 50 years. Original paint / interior. Amazing barn find! First time show after 50 years...

To be shown at The Quail, A Motorsport Gathering Quail Lodge, Carmel, California Friday, August 18, 2017

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Automobilia Monterey

Where: Embassy Suites Hotel, 1441 Canyon Del Rey Blvd., Seaside, CA 93955

When: Tuesday, August 15, and Wednesday, August 16, from 10 a.m. to 6 p.m.

Web: www.automobiliamonterey.com

Phone: 831.659.1551

Cost: $15 for one day, $20 for both days

Insider tip: This year marks the 15th anniversary of this largest automobilia show in the United States. Everything at Automobilia Monterey is original art — there are no reproductions here. At least 40 vendors gather in the ballroom to sell everything from mascots and models to posters and books — with just about every bit of automobilia known in between. It’s your only chance to catch all these vendors under one roof — and it’s your best chance to get the pieces you want before someone else snags them later in the week.

Pebble Beach RetroAuto

Where: The Inn at Spanish Bay, 2700 17-Mile Drive, Pebble Beach, CA 93953

When: Thursday, August 17, through Saturday, August 19, 9:30 a.m. to 5:30 p.m.

Web: www.pebblebeachconcours.net

Phone: 831.622.1700

Cost: Free and open to the public

Insider tip: RetroAuto has always been a great place to find all the cool stuff you never knew you needed. Automotive art, rare books, luxury gear and lots of jazzy gizmos to make driving even more fun are on sale. You can’t beat the admission price. You can also attend the Pebble Beach Classic Car Forum. RetroAuto is no longer open on Concours Sunday, so don’t forget to check RetroAuto on Thursday to beat the crowds on Friday and Saturday.

Automotive Fine Arts Society Exhibition

Where: On the Pebble Beach Concours d’Elegance show field

When: Sunday, August 20, from 9 a.m. to 4:30 p.m.

Web: www.pebblebeachconcours.net or www.autoart-gallery.com

Phone: 831.622.1700

Cost: Free with admission to Pebble Beach Concours d’Elegance

Insider tip: There’s a reason AFAS artists are recognized as the best, and their works in oils, acrylics, watercolors and sculptures adorn galleries and private collections all over the world. You’re going to be on the 18th Fairway anyway, so why not take advantage of this special chance to see so many great works in one place?

A sculpture titled “Redd” by Dennis Hoyt. It will be on display at AFAS Pebble Beach.
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