

Keith Martin's
Sports Car Market
Collecting, Investing, Values, and Trends

The 2016 Insider's Guide to

MONTEREY



Your Complete Resource For Monterey Classic Car Week

- Schedules for Auctions, Concours, Rallies and Events
- Map and Resources for Navigating the Peninsula
- Auction House Principals Pick Their Best Offerings
- Significant BMWs of the Past 100 Years
- Fifty Years of the Alfa Romeo Duetto

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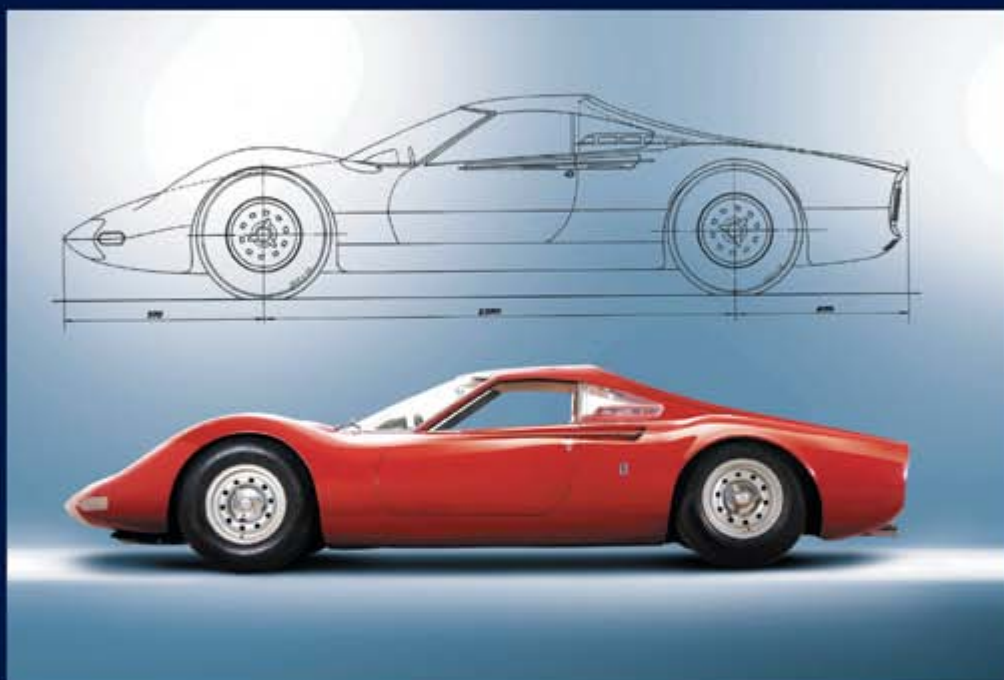
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Jim Pickering

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Time to get rolling

Tony Piff

The Best Week of the Year

by Keith Martin

I've been journeying to the Monterey Classic Car Week for decades now — this is SCM's 29th year on the Peninsula — and it's human nature to grow weary of repetition.

But I can't wait for this year's whirlwind of concours, parties, shows and auctions.

No other place on earth has this sublime, perfect mix of collector car events, and I still get a thrill seeing a pack of Ferraris clustered at the Pebble Beach gas station like leopards at an African watering hole.

Each year is a mix of the familiar — seeing old friends at Pebble or kicking tires and sipping wine at Concorso Italiano — and the new. There are always cars I haven't seen before, people I haven't met or a big surprise at an auction.

I'm sure we'll see some more surprises cross the block this year. Right now, much of the collector car auction world is in a watchful holding pattern. Some cars — top-tier Ferraris and newer supercars come to mind — are doing well, while other marques are tracing a fairly flat curve.

Monterey is where the very best cars on the planet come to find new homes, and there will be many moments when two or more eager collectors will really, really want the same car. The red mist will billow, paddles will wave — and an electric current will run through the room.

As always, don't try to do too much during this week of tempting events. Pick one event each day — and leave for it very early. You'll beat the traffic snarls, and it's fun to sip coffee and look at cars in the soft, cool light of early morning.

If you're selling a car at auction, know that the market is very careful right now, so be prepared for today's prices — not yesterday's. If you're buying, do your homework beforehand, so you can bid with confidence.

I will again emcee at Concorso Italiano and at Legends of the Autobahn. Please stop by and say hello. Make plans now to sign up for SCM's 15th Annual Monterey Insider's Seminar, which starts at 9:30 a.m. in the Gooding Auction Pavilion at Pebble Beach on August 20.

We look forward to seeing you on the Peninsula. I can't wait to see what happens during the best week of the year. ■



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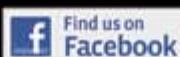
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1933 Duesenberg Model J Sunroof Berline by Franay | Feature Consignment

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A staple on the national collector car calendar, Auctions America's flagship Auburn Fall weekend returns September 1-4 to Indiana's historic Auburn Auction Park. Auburn Fall is one of the country's premier celebrations of the hobby, each year bringing thousands to the Classic Car Capital of America. In 2015, record crowds flocked to the event, drawing in more than 85,000 enthusiasts. The 2016 event is sure to once again provide a fantastic hobby weekend, with over 1,000 classics, muscle cars, hot rods, exotics and select automobilia set to cross the auction block. As in past years, the sale will be complemented by an on-site swap meet and car corral and an exciting range of thrilling automotive-themed activities for the whole family.

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Monterey Auction Roundtable

SCM asks each auction house for their 2016 star cars and under-the-radar sleeper cars



Gooding



Gooding Sleeper: 2011 Porsche 911 GT2 RS



Kelleher

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

Star Car: Presented at the 42nd Turin Motor Show, the **1960 Abarth 1000 Bialbero Record Car “La Principessa”** is one of the most remarkable designs ever conceived by Italian coachbuilder Carrozzeria Pininfarina. The shape was developed utilizing the wind tunnel at Turin Polytechnic, with the sole goal being to create a car that would break the world record for highest sustained speed over the longest period of time. With a drag coefficient of just 0.20, the “La Principessa” went on to set nine world records in-

cluding 10,000 kilometers with an average speed of 118.7 mph, as well as 72 continuous hours at an average speed of 116 mph. This car has been with the same private owner for decades and is being offered for public sale for the first time.

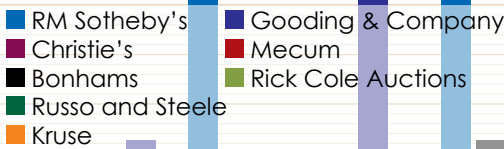
Sleeper Car: The **2011 Porsche 911 GT2 RS** was a one-off skunk-works effort to produce one of the most track-focused production 911s of all time and the most powerful manual-transmission car Porsche has ever created. Only 500

were ever produced, with only 142 delivered to the United States. The one-owner car presented here is one of 32 delivered in red, with only 1,200 miles on the clock, and comes complete with everything from the original purchase date including original window sticker and Certificate of Authenticity. This is the first time a 997 Porsche 911 GT2 RS has come to public auction in the United States and a rare opportunity to own one of the best in existence.

Ian Kelleher
Managing Director, RM Sotheby's West Coast Division, Culver City, CA

Star Car: If forced to choose, my star pick would be the **1955 Ferrari 750 Monza**, chassis no. 0510M. It enjoyed a highly successful competition career on U.S. soil with three of America's greatest drivers: Phil Hill, Carroll Shelby and James Ellis Hall. Unquestion-

MONTEREY AUCTION HISTORY



| | 2006 | 2007 | 2008 | 2009 | 2010 |
|--------------------------------|---------------|---------------|---------------|---------------|-----------------|
| Total Cars Sold/Offered | 514 / 616—83% | 519 / 692—75% | 396 / 602—66% | 561 / 836—67% | 693 / 1,134—61% |
| Total Sales | \$100,560,933 | \$134,839,073 | \$139,740,653 | \$119,784,028 | \$171,970,472 |
| Avg. Sold Price | \$195,644 | \$259,806 | \$352,880 | \$213,519 | \$248,154 |



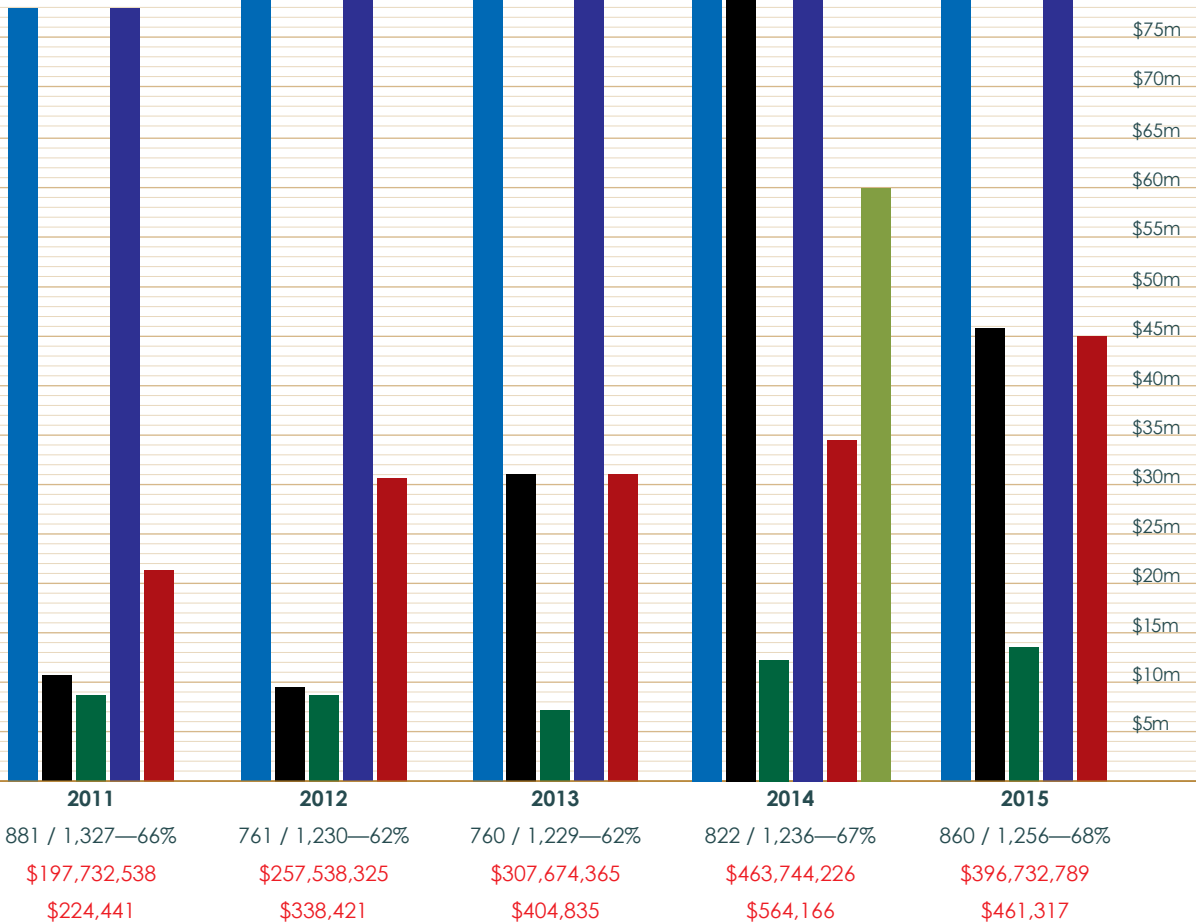
RM Sotheby's Sleeper: 1930 Cadillac V16 phaeton

such a car, but this is truly a wonderful automobile in every regard. The finest V16 Cadillac phaeton — period — it is incredibly

ably the finest 750 Monza in existence, 0510M retains all of its original running gear, has been restored to its 1955 racing livery, and comes to auction with just two owners from new. Offered out of single ownership since 1956, its careful preservation, restoration and custodianship in the hands of Jim Hall (one of the very drivers who campaigned it in period) over the past 60 years has put it in a class of its own. It's definitely one to watch.

Sleeper Car: For my sleeper pick, I

can't look past the **1930 Cadillac V16 phaeton** that will be offered during our August 19–20 sale. Monterey is not a venue you'd typically associate with



MONTEREY / Auction Roundtable

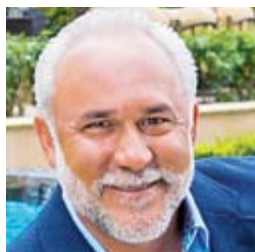


Russo and Steele Star: Ford GT PB2-1 prototype



Mecum Star: 1966 Ford GT40, P1028

authentic, featuring all-original parts, boasts an incredible known history (ex-Briggs Cunningham), and has been exquisitely restored. It has been shown several times, including twice at Pebble Beach, Amelia Island and the CCCA Grand Classic, where it won its class in each outing.



Alcazar

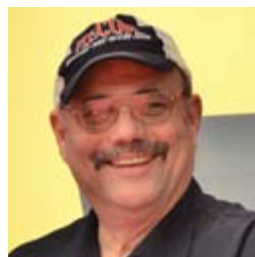
Drew Alcazar

President, Russo and Steele, Scottsdale, AZ

Star Car: No top-tier collection is complete without a Ford GT. **GT PB2-1 prototype** is possibly the most important and exclusive Ford GT available anywhere on the planet today. This very special example is the first car in the "PB2" development run, which was the last group of pre-production cars before the GT was introduced for public sale. Finished in blue with white racing stripes, PB2-1 was equipped with factory options including forged BBS wheels, McIntosh premium audio, and red-painted brake calipers.

Sleeper Car: Impeccably optioned, consignment 7005 is a flawless **1967 427/435 Corvette convertible**, powered by an

utterly savage solid-lifter RPO L71 427 V8 engine. Mated to a Muncie M21 close-ratio 4-speed manual transmission, this numbers-matching example retains the original drivetrain and factory-original body/trim tag. The Corvette's provenance is extensively researched, with complete known ownership history from 1967 to the present.



Mecum

Dana Mecum

President, Mecum Auctions, Walworth, WI

Star Car: One of the many main attractions to headline this year's Daytime Auction in Monterey is the **1966 Ford GT40, P1028**. This car is of particular significance, as it was the first road-spec car delivered to North America and was used by Ford as the company's public-relations car. It was owned by the same family for nearly 40 years and has just 11,000 miles on the odometer, and we



Rick Cole Star: 1973 Ferrari 365 GTB/4 Daytona

are extremely proud to offer this important piece of American history on the international stage.

Sleeper Car: Hardly a sleeper by its appearance and with certainly nothing tiring about its factory-rated 600 horsepower, bidders need to pay close attention to the **1995 Porsche 911 GT2 EVO** crossing the block this year. One of only 11 produced and with just 7,000 kilometers, these cars are probably the most sought-after air-cooled Porsches in the world, so don't miss your chance to acquire this one at Mecum in Monterey.



Greisen

Jakob Greisen

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

Star Car: Among our headliners at Quail Lodge this year is a phenomenal example of **Bugatti's immortal Grand Prix racer — the Type 51**.



Bonhams Star: 1931 Bugatti Type 51

The Type 51 ran supercharged twin-cam engines. Considered one of the absolute best examples of this scarce breed, s/n 51121 excels in unparalleled originality and an exceptional racing career by some of the best names of the era.



Jackson

Reggie Jackson

Partner, Rick Cole Auctions, Carmel, CA

Star Car: Quite possibly one of the finest and most original examples of the celebrated **Ferrari 365 GTB/4 Daytona** remaining in existence today. Fewer than 7,200 miles covered at the time of cataloguing. All original books and tool case included.

Sleeper Car: A truly exceptional unrestored **1949 MG TC**, the iconic British sports car that took post-war America's roads and racetracks by storm. Single-family ownership from new. ■



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Offices Coast to Coast

A scenic view of the Boston skyline across a body of water with sailboats. The skyline includes several prominent skyscrapers, including a tall blue glass one. The water is blue with several white sailboats. The sky is blue with some clouds.

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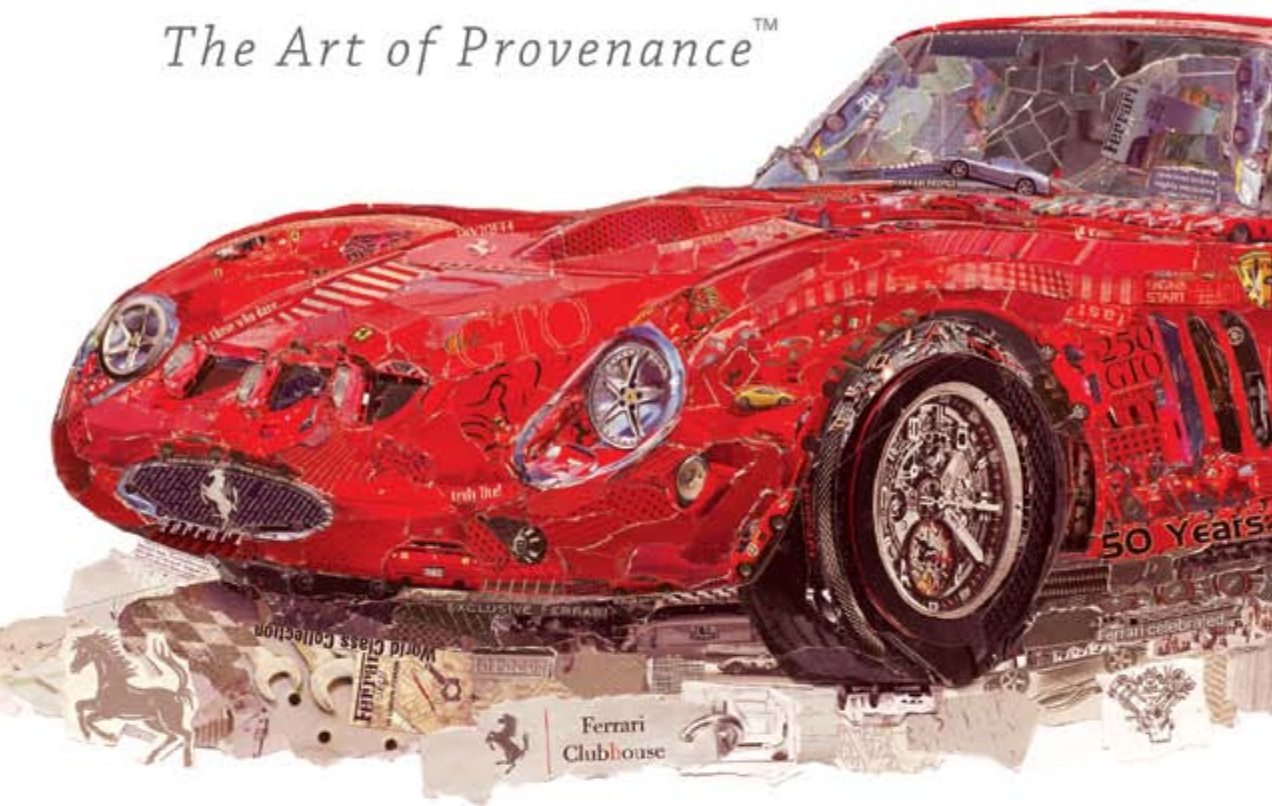
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A SAMPLING OF MOTORCARS WE HAVE PRIVATELY PLACED.

Mecum Auctions at Monterey — The Daytime Auction



2006 Bugatti Veyron

Preview: Thursday, August 18; Friday, August 19; Saturday, August 20; gates open at 8 a.m.

Auction: Thursday, August 18, 10 a.m.; Friday, August 19, 11 a.m.; Saturday, August 20; 11 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: 387 sold/658 offered / \$45.0m

Insider tip: Mecum's auction, in the easily accessible Hyatt Regency, is the top spot in town for variety with

the sheer number of offerings — no one else comes close to their 600 or so consignments. Last year's highlights include Steve McQueen's 1976 930 Turbo Carrera selling for \$2.1m and a 1966 Lamborghini Miura P400 S, which sold for \$2.5m. Entry is now \$30 per person per day, but that is still one of the least-expensive tickets in town.

Star Cars: 1966 Ford GT40 Mk I. First GT40 road car delivered to North America. Only one delivered with a/c, leather trim and luggage.

2006 Bugatti Veyron. One-owner car with less than 4,000 miles.

1933 Duesenberg Model J convertible coupe. ACD certified. Coachwork by Bohman and Schwartz. Formerly part of Harrah Auto Collection, Blackhawk Collection and Imperial Palace Collection. ■



1933 Duesenberg Model J convertible coupe

“You treasure your collection. But what’s it really worth?”



Kemp Stickney
Chief Fiduciary Officer and
Head of Family Wealth

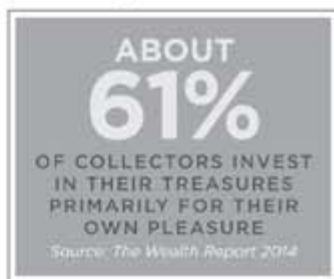
Kemp oversees the Fiduciary Services and Family Wealth team that handles the financial and life management affairs for clients with the most complex needs. He is part of a seasoned team of professionals who exemplify Wilmington Trust’s 113-year heritage of successfully advising families. **For access to knowledgeable professionals like Kemp and the rest of our team, contact Mark Graham at 302-651-1665.**

If you collect items that you’re passionate about – whether it’s wine, cars, jewelry, or even autographed sports memorabilia – you may be wondering about the actual worth of your collection. Not to mention how it fits into your overall plan for financial security. And, what do you do with your collection when keeping it is no longer feasible?

Financial considerations. Collectibles don’t produce income, and they’re different from marketable securities in that it can take longer and cost more to sell them. So they’re not an ideal investment for funding a retirement. It’s important to recognize that collecting is different from other types of investing, and that decisions aren’t always based on typical investment criteria.

Passing it on. If you want your collection to live on, you’ll have

to plan carefully. Your estate plan should designate who’ll receive



the collection and, if necessary, arrange financing for storage and insurance costs. Wilmington Trust can help. We’ve been working with successful families since our founding by the duPont family more than a century ago, and can guide you through the challenges and complexities of this and other important issues when managing your wealth.

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Russo and Steele — Monterey Sports and Muscle



2004 Ford GT PB2-1 prototype

Preview: Wednesday, August 17; Thursday, August 18; Friday, August 19; Saturday, August 20; 10 a.m.

Auction: Thursday, August 18; Friday, August 19; Saturday, August 20; 5 p.m.

Where: 290 Figueroa St., Monterey, CA 93940

Web: www.russoandsteele.com

Phone: 602.252.2697

Cost: \$30 general admission; \$70 three-day pass. Bidder registration is \$200, and includes an official auction pocket guide, one bidder's pass and one guest pass to all three nights of auctions

Last year: 130 sold/210 offered / \$10.4m

Insider tip: If you know about Russo and Steele, you've heard about their auction-in-the-round format. If you haven't, make sure to visit this auction, as it's quite the experience. Parking in downtown Monterey is

notoriously obnoxious, especially during the evening, but a bit of patience and willingness to walk more than a couple of blocks delivers a big, entertaining payoff. Last year's results featured a top sale of \$781k for a 2005 Porsche Carrera GT and a \$300k Lamborghini LM002. Don't forget to bring a jacket, as this auction is right on the waterfront, and when the sun sets temperatures drop like a rock.

Star Cars: 2004 Ford GT PB2-1 prototype. Ford used this car for mileage accumulation, electrical prove-out and SVT testing. Equipped with forged BBS wheels, red-painted calipers and McIntosh premium audio.

1967 Chevrolet Corvette 427/435 convertible. One of five finished in Rally over red. Factory equipped with G81 Positraction, A01 tinted glass, N11 off-road exhaust and F41 special suspension. With window sticker, tank sticker, NCRS Shipping Data Report and a binder full of documentation. ■



1967 Chevrolet Corvette 427/435 convertible

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Innovative 365 GTB/4
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Bonhams — Quail Lodge Auction



1931 Bugatti Type 51 Grand Prix

Preview: Wednesday, August 17, 10 a.m.; Thursday, August 18, 9 a.m.; Friday, August 19, 9 a.m.

Auction: Friday, August 19, 11 a.m.

Where: Quail Lodge'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; \$80 catalog admits two to auction with bidder's registration; \$150 entry for two, catalog, bidder's registration and reserved seating

Last year: 99 sold/109 offered / \$45.9m

Insider tip: Bonhams hosts their sale at one of the more serene environments in the area, the Quail Lodge. It's the least centrally located auction during the week, but by no means is it prohibitively inaccessible. In fact, should you also get a ticket to The Quail: A Motorsports Gathering on the adjacent field (Bonhams admission does not include admission to The Quail), spending all day Friday between these two events makes for a fantastic lead-in for the rest of the weekend.

Star Cars: **1931 Bugatti Type 51 Grand Prix.** Ex-Lord Howe, Tazio Nuvolari. Never publicly offered for sale.

1935 Mercedes-Benz 500K Cabriolet A.

2014 McLaren P1. Just 1,150 miles from new. One of only 375. ■



1935 Mercedes-Benz 500K Cabriolet A

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Rick Cole Auctions — Monterey 2016



1957 Chevrolet Corvette 283 Fuelie Airbox convertible

Preview: Thursday, August 18, 10 a.m. to 6 p.m.; Friday, August 19, 10 a.m. to midnight; Saturday, August 20, 10 a.m. to midnight

Auction: Friday, August 19, 2 p.m. through Saturday, August 20, midnight

Where: Online bidding only. Viewing at Marriott Hotel Downtown Monterey, 350 Calle Principal, Monterey, CA, 93940

Web: www.rickcole.com

Phone: 844.474.2526

Cost: Complimentary bidder registration via their website available starting August 1, also available onsite. See rickcole.com for additional details

Insider tip: Rick Cole auctioned off his first car in Monterey back in 1986, beginning what grew into the

yearly car-auction frenzy of Monterey Car Week. He's been back on the Peninsula since 2014 with an unusual set up — bidding via Internet. Cars can be viewed and inspected at the Marriott Hotel, with your bidding done by smartphone while you enjoy the variety of activities around the Peninsula.

Star Cars: 1957 Chevrolet Corvette 283 Fuelie Airbox convertible. One of 43 factory Airbox fuel-injected convertibles. NCRS Top Flight, Bloomington Gold Hall of Fame and enshrined in Bloomington Gold Great Hall.

1973 Ferrari 365 GTB/4 Daytona coupe. All original books and toolkit included. Less than 7,200 miles.

1949 MG TC roadster. Unrestored, with under 15,000 actual miles. ■



1973 Ferrari 365 GTB/4 Daytona coupe

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1971 MERCEDES-BENZ 280SE 3.5 CABRIOLET

Tuna Beige (DB-452) with Black Leather Interior and Black Canvas Soft Top with Leather Tonneau Boot. Matching Numbers, Floor Shift Automatic Example Equipped with Behr Air Conditioning, Power Windows, Zebrawood Fascia, Complete with Tools, Jack and Handbook. Runs and Drives Beautifully. \$349,500



1971 MERCEDES-BENZ 280SE 3.5 COUPE

Tuna Beige (DB-452) with Cognac Leather Interior. Nicely Equipped Automatic Floor Shift Example with Factory Sun Roof, Behr Air Conditioning, Power Windows, Three-Band Becker Great Prix Radio, 105,928 Miles. Fully Loaded and Complete with Jack, Lug Wrench and Handbooks in Pouch. In Very Nice Condition Throughout. \$94,500



1960 MORGAN +4 ROADSTER

Scarlet w/ Black Fenders, Black Leather Interior and Everflex Soft Top with Full Tonneau. Black Plate CA Car Showing 42,787 Miles. CWW, Fitted Driving Lamp, Badge Bar, Brooklands Steering Wheel, PL Type Headlamps, Records and Handbook. \$44,500



1972 JAGUAR E TYPE V12 ROADSTER

Silver w/ Black Leather Interior, Black Everflex Soft Top with Matching Tonneau Boot, Automatic, A/C, Chrome Wire Wheels, Handbook in Original Fouch and Jack. Great Driving Example. \$69,500



BUICK 1948 SUPER CONVERTIBLE

Sea Foam Green w/ Tan Leather Interior, Canvas Soft Top & Tonneau Boot, Stunning Body-Off Restoration, 5-Speed Trans., Power Seats, Windows & Top, Original AM Radio, Handbook & Manual. Runs & Drives Beautifully. \$79,500



1960 MERCEDES-BENZ 190SL ROADSTER

Mid Blue with New Red Leather Interior, Black Canvas Soft Top, Leather Tonneau Boot & Cream Large Window Hard Top, Totally Rust Free. 99,420 Miles, AMFM Radio & Dash Clock. Original Books in Pouch. Runs & Drives Great. \$119,500



1969 JAGUAR E-TYPE SERIES II ROADSTER

Opalescent Gray w/ Original Red Leather Interior, Black Canvas Soft Top & Tonneau Boot. Upgraded 5-Speed Gearbox, CWW, Books, Jack, Bag, Tool Roll, Records & Heritage Certificate. \$18,000 in Recent Receipts. \$74,500



1982 FERRARI 308 GTSI

Rosso Rubino w/ Black Leather Interior, 5-Speed Transmission, A/C, Power Windows, TRX Wheels, Well-Documented Ferrari in Exceptional Condition Throughout. 54,312 Miles. Complete with Tool Roll, Jack, Set of Books, Manuals & Service Records. Runs and Drives Great. \$59,500



1962 FACEL VEGA II

Grey Metallic w/ Black Leather Interior. 42 of Only 180 Built, 111,839 Original Miles. Same California Owner for Many Years, Chrysler 383 Wedge Engine, Automatic, 4-Wheel Disc Brakes, Borrani Wheels, Power Windows. \$345,000



1950 JAGUAR MARK V DROPHEAD COUPE

Silver & Grey Metallic w/ Burgundy Leather Interior, Black Canvas Soft Top & Grey Headliner. One of 528 LHD Cars Produced, Matching Number, 3.5-Liter Engine, Walnut Fascia. Fitted Tool Set. \$109,500



1973 DETOMASO PANTERA

Silver w/ Black Interior, Exceptional One-Owner CA Car. Only 3,024 Original Miles, A/C, Original Goodfear Arches, Original Set of Sails, All Service Records, Handbooks & Manuals. Beautiful Condition. \$119,500



1967 MERCEDES-BENZ 250SE CABRIOLET

Light Blue (D6334) w/ Tan Leather Interior Matching Canvas Soft Top & Leather Tonneau. Lovely Original CA Car, 38,118 Miles, Column Shift Automatic Trans., Becker Europa Radio, Driving Lights. \$99,500



1967 MERCEDES-BENZ 280SE CABRIOLET

Papyrus White (D6-717) w/ Navy Leather, Canvas Soft Top & Leather Tonneau, Floor Shift Auto., 87,745 Original Miles, Kublmeister A/C, Walnut Fascia, RVB Becker Europa Radio, Socks, Excellent Example. \$118,500



1987 ROLLS ROYCE CORNICHE II

Dark Oyster w/ Mulhroom Leather Interior & Parchment Piping, Tonneau Boot & Everflex Soft Top, Original 2.0 Corner Beverly Hills Car. Low 26,592 Original Miles, Built Wood Fascia, A/C, RVB PSWets & Mirrors, Navis Wheel, Fitted Flasks & Crystal, Tools, Jack & Handbook. \$59,500



1949 CHRYSLER TOWN & COUNTRY CONVERTIBLE

Pepper Red (61) with Tan Leather Interior, Matching Canvas Soft Top and Tonneau Cover, 323-c Straight-8 Engine with Column Shift, Original AM Radio, Twin Spot Lights and Side Mirrors and Wide White Wall Tires. One of Only 993 Ever Produced. 41,525 Miles. An iconic American Classic in a Gorgeous Color Scheme. Runs and Drives Great. \$94,500



1963 AC COBRA ROADSTER

Silver with Black Leather Interior and Black Full Tonneau, Chassis # CSX2023, Equipped with 289 Engine, 4-Speed Gearbox, Disc Brakes and Full Weather Equipment with Side Windows. The 23rd Production Cobra Built, A Rare Early Model and An Outstanding Example with Fantastic Performance. \$875,000

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RM Sotheby's — Monterey 2016



1964 Shelby 289 "Competition" Cobra

Preview: Wednesday, August 17, 10 a.m. to 8 p.m.; Thursday, August 18; Friday, August 19; Saturday, August 20; 10 a.m. to 6 p.m.

Auction: Friday, August 19; Saturday, August 20; 6 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 preview and auction. Admission to the preview only is \$40

Last year: 129/150 cars sold / \$167.3m

Insider tip: Perhaps the hardest-to-miss auction during the whole week, as RM Sotheby's hold their auction right in the heart of downtown Monterey, at the Portola Hotel. RM Sotheby's always serves up one of the finest auction line-ups. Last year they set a record for total dollars sold at one auction with \$167.3m from just 129 cars. A \$17.6m 1964 Ferrari 250 LM topped all the Monterey cars sales in 2015.

Star Cars: **1964 Shelby 289 "Competition" Cobra, CSX2473.** Sold new to one of Carroll Shelby's own employees, it was later purchased by Don Roberts, who drove the car to multiple victories from 1966 through 1984. Acquired by Jim Click in 2006, CSX2473 has been frequently raced at historic events and maintained by none other than... Don Roberts. (Est. \$2,200,000–\$2,600,000)

1966 Ford GT40 Mk I, s/n P1061; built as one of 31 GT40 Mark I road cars, this example was converted to vintage racing specifications under the ownership of Bib Stillwell with direction of John Horsman, and has proven to be an excellent competitor in vintage racing across the country. (Est. \$3,750,000–\$4,250,000)

1955 Ferrari 750 Monza Spider by Scaglietti, chassis no. 0510M. Complete with its original drivetrain and 1955 Del Monte Trophy at Pebble Beach livery, 0510M was displayed at the 1997 Monterey Historics Carroll Shelby Tribute and the 2005 Pebble Beach Concours d'Elegance, and is offered in Monterey out of single-family ownership since 1956. One of the finest Monzas extant, its pedigree is elevated by its successful racing history by the "Big Three" of American driving talent — Carroll Shelby, Phil Hill and Jim Hall. (Est. \$4,000,000–\$5,000,000)

1966 Ford GT40 Mk I, s/n P1057; one of six Mark I GT40s used by Shelby American for promotional purposes when new, P1057 was acquired by its current collector in 1993 and restored to its original road-going specification by Bob Ash. Finished in red with white side stripes, it would be an ideal acquisition for the individual looking to enjoy Ford's legendary supercar on the open road. (Est. \$3,250,000–\$3,750,000)

2015 Porsche 918 "Weissach" Spyder, s/n 559, presented in virtually new condition, showing less than 300 miles on its odometer. Striking in black over an Onyx Black leather interior, this 918 was delivered with a number of desirable options including the desirable Weissach package, front axle lift kit, lightweight bucket seats and a Burmester sound system. (Est. \$1,400,000–\$1,700,000)

1966 Shelby GT350, s/n SFM 6S2363; part of the Click Collection since 2002, this is the 1970 SCCA B-production Southern Pacific Division Champion, and another example in the group with close ties to Don Roberts, having been both prepared and raced by Roberts in period to strong results. (Est. \$350,000–\$450,000)

1931 Duesenberg Model J Tourster by Derham. Formerly of the D. Cameron Peck and Dr. Joseph Murphy collections, this featured Duesenberg is one of eight original toursters built, and the most desirable open body style on the Model J chassis and designer Gordon Buehrig's masterpiece. (Est. \$1,300,000–\$1,500,000) ■



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Gooding & Company — The Pebble Beach Auction



1935 Auburn 851 Speedster

Preview: Wednesday, August 17, 10 a.m. to 6 p.m.; Thursday, August 18, 8 a.m. to 6 p.m.; Friday, August 19, 9 a.m. to 4:30 p.m.; Saturday, August 20, 9 a.m. to 4:30 p.m.; Sunday, August 21, 9 a.m. to 5:30 p.m.

Auction: Saturday, August 20, 4 p.m.; Sunday, August 21, 6 p.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 free

Last year: 115 sold/129 offered / \$128.1m

Insider tip: Gooding & Company has been the official auction company of Pebble Beach Concours d'Elegance since 2004. Last year's sale featured a 1961 Ferrari 250 GT SWB, which sold for \$16.8m. Sunday night's auction is also the only show in town and the perfect way to cap off the Monterey Car Week. If you want to see or be seen, this is the when and where.

Star Cars: 1935 Auburn 851 Speedster. Concours restoration completed in 2015. (Est. \$900k–\$1.2m)

1955 Lancia Aurelia B24S Spider America with hard top and Nardi kit. (Est. \$1.65m–\$1.95m)

1968 Ferrari 330 GTS. Ex-Count Tommaso Antolini Ossi. (Est. \$625k–\$675k)

1955 Mercedes-Benz 300SL Gullwing. Superb Hjeltness restoration in outstanding colors. (Est. \$1.4m–\$1.6m)

1971 Lamborghini Miura P400 SV (Est. \$2.2m–\$2.6m) ■

15th Annual SCM Insider's Seminar

"Chat With the Experts"

Where: Gooding & Company Auction Pavilion, Pebble Beach

When: Saturday, August 20, 2016, 9:30 to 11:30 a.m.

Registration: www.sportscarmarket.com/monterey2016

Phone: 503.261.0555 x217

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

Insider tip: Join SCM's experts for an in-depth look at today's market in an open-forum setting. Topics include when we'll see a \$300k 1967 911S, if MGs and Triumphs will be cheap forever, how a plastic 308 can be worth \$250k, whether it's smart to buy a garage full



of Countaches, and more. In addition, our panelists will pick their Best Buys of Monterey 2016.

Publisher Keith Martin will moderate the panel, which includes Carl Bomstead, Miles Collier, Mark Hyman, Donald Osborne and Steve Serio.

After the discussion, the panel will break off into groups with seminar attendees for detailed looks at select cars at the Gooding & Company auction.



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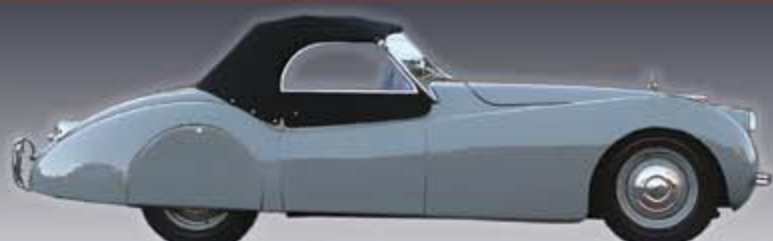


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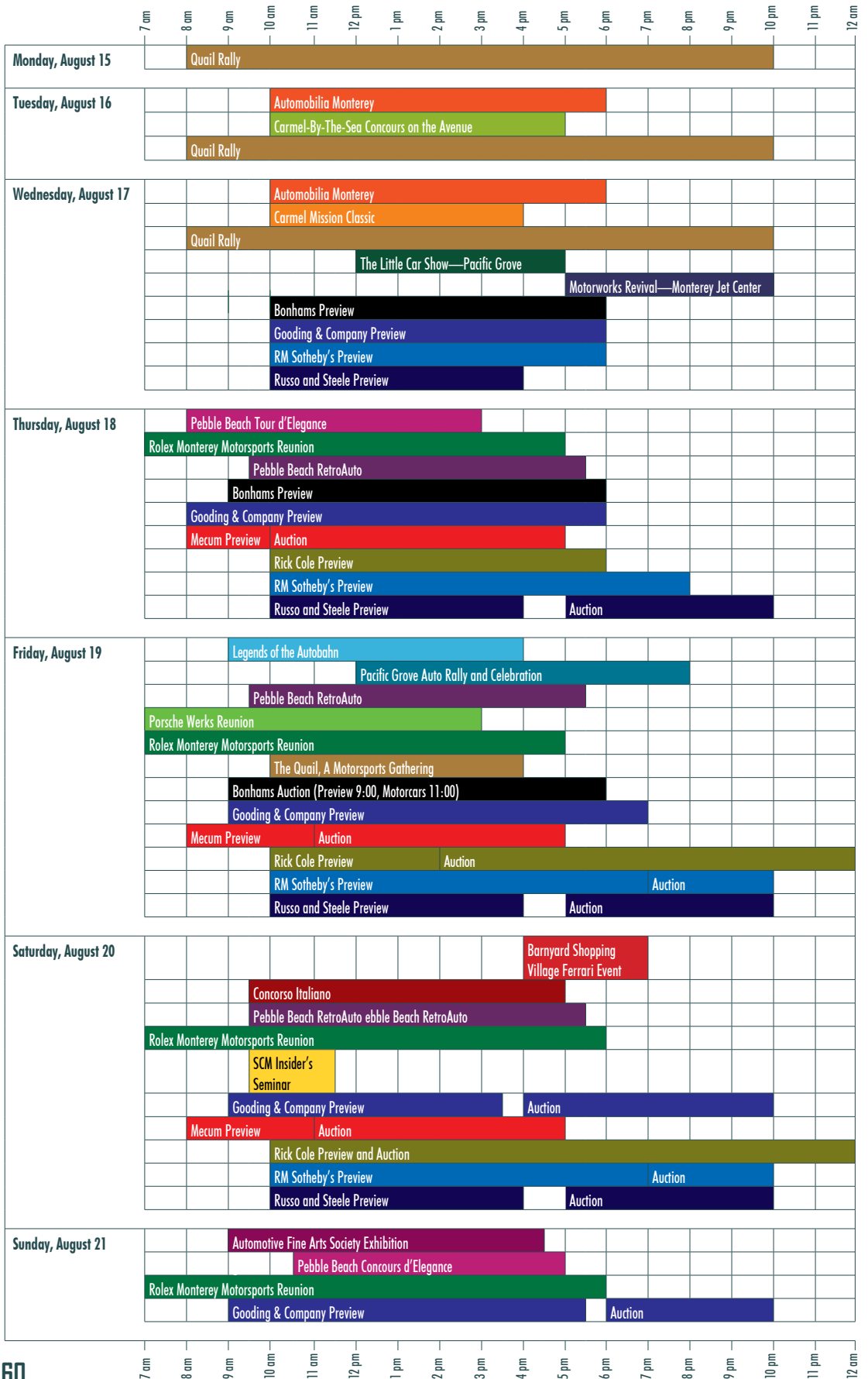
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MONTEREY / At a Glance

Event Timeline





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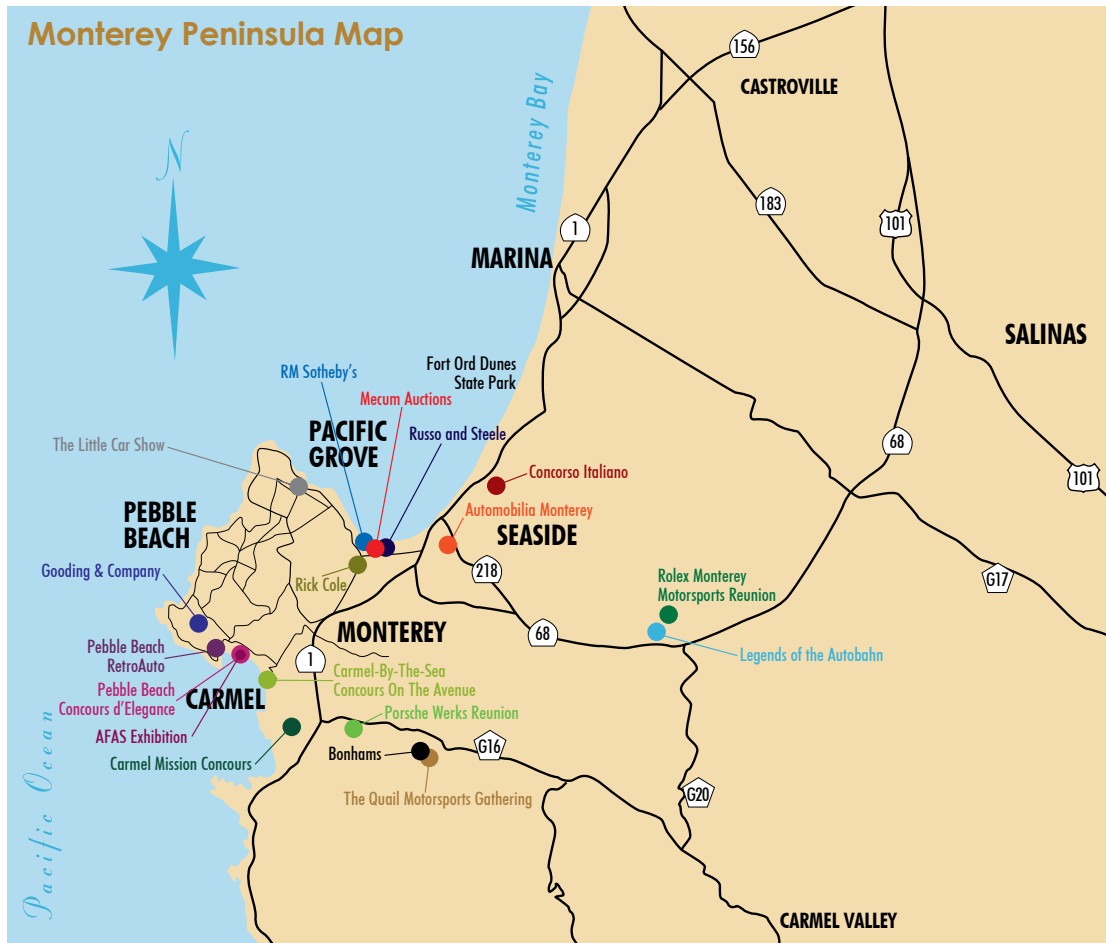


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The Little Car Show

Carmel-By-The-Sea Concours on the Avenue

Where: Ocean Avenue in downtown Carmel

When: August 16 from 10 a.m. to 5 p.m.

Web: www.carmelconcours.com

Phone: 404.237.2633

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

Insider tip: Ocean Avenue closes to traffic for this early-in-the-week, kick-off event, and more than 175 cars will be on display over 18 blocks. This concours has three divisions: Multi Marques comprised of everything from hot rods and microcars 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. 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 price!

Carmel Mission Classic

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

When: August 17, 10 a.m. to 4 p.m.

Web: www.carmelmissionclassic.org

Phone: 831.624.1271, extension 214

Cost: \$50. All proceeds are marked for the Knights of Columbus 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 17, 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 Veteran's Transition Center. The owners of cars on display pay a \$25 entry fee.

Insider tip: This is the 7th 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 word on the Monterey Peninsula in August, and this charming event, which includes a parade around Pacific Grove's scenic waterfront, is a refreshing change of pace from the week's more serious events. Awards include the "Most Smiles Per Mile Vehicle" and the "Dare to be Different Award."

Gordon McCall's Motorworks Revival 2016 at the Monterey Jet Center

Where: Monterey Jet Center, 300 Skypark Drive, Monterey, CA, 93940

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The Quail, A Motorsports Gathering

When: August 17, 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. Tickets are digital and guests will receive them via email.

Insider Tip: Gordon McCall's Motorworks Revival is one of the hottest tickets in Monterey. Guests mingle amidst 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 25th year of this ultra-popular event — which benefits the California Highway Patrol 11-99 Foundation — and there is no better way to start the week.

The Quail, A Motorsports Gathering

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

When: August 19, from 10 a.m. to 4 p.m.

Web: signatureevents.peninsula.com

Phone: 831.620.8879

Cost: \$600, which includes parking, lunch, beverages, souvenirs and admission to the Bonhams auction. Charitable Patron Tickets (new this year) are \$2,500, with 50% of the proceeds directing benefiting Rancho Cielo, preferred charity of The Quail.

Insider Tip: The 14th Annual The Quail, A Motorsports Gathering honors the Rivalries of the Ages, the 100th Anniversary of BMW, A Retrospective of Laguna Seca Raceway, the 50th Anniversary of the Lamborghini Miura, Pre- and Post-War Sports and Racing Cars,

Supercars, Post-War Racing, The Great Ferraris and Sports and Racing motorcycles.

The Quail is your one-stop event for some of the greatest cars and motorcycles in the world — all in a lovely setting that is just big enough. Assuming you were one of the lucky 3,000 to get a ticket (they're already sold out — as the event nears, you can sometimes find them for sale on eBay and Craigslist). The show also includes Bonhams' 19th Annual Carmel Valley auction. The raucous arrival of race cars from Laguna Seca is always fun, and the food is some of the best you'll find all weekend.

Third Annual Porsche Werks Reunion

Where: Rancho Canada Golf Club, 4860 Carmel Valley Road, Carmel, CA, 93923

When: August 19, 7 a.m. to 4 p.m.

Web: www.werksreunion.com

Cost: Free for spectators

Insider tip: The third Porsche Werks Reunion 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. More than 500 Porsches are expected on the fairways of Rancho Canada.

Legends of the Autobahn

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

When: August 19, 8 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.

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Insider tip: This is the seventh 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, so stop by and say hello! This is a great place to see some amazing cars. This laid-back, fun event is the best deal of the weekend.

Concorso Italiano

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

When: August 20, 9 a.m. to 5 p.m.

Web: www.concorso.com

Phone: 425.742.0632

Cost: \$135, which includes parking, a goodie bag and a collector's magazine. Children younger than 12 attend for free with a paying adult. The Highline Autos Lunch is \$45. The CI Club Package, which includes a Friday evening 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 50th Anniversary of the Lamborghini Miura, Touring Superleggera, the Alfa Romeo Disco Volante Spyder, Bowtie and Blue Oval Ferraris, the 50th Anniversary of the Ferrari 330 GTC and 330 GTS, 50 years of the DeTomaso Mangusta, 50 Years of the Fiat 850 and 124 Spider, and the Alfa Romeo Duetto. 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 18th year as emcee. 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 have a glass of fine wine.

The Barnyard Shopping Village Ferrari Event

Where: The Barnyard Shopping Village, 3618 The Barnyard, Carmel-by-the-Sea, CA 93923

When: August 20, 4 p.m. to 7 p.m.

Web: www.thebarnyard.com

Phone: 831.624.8886

Cost: \$37 in advance, \$45 at the gate

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 easy-going 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 Juvenile Diabetes Research Foundation.

Pebble Beach Concours d'Elegance

Where: 18th Fairway, Pebble Beach Golf Course, 1700 17-Mile Drive, Pebble Beach, CA 93953

When: August 21, 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 for 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: The 50th Anniversary of the Ford GT40 Victory at Le Mans, Chapron Coachwork, the BMW Centennial, the Lamborghini Miura, Bizzarrini and Delahaye are some of the featured exhibits and cars of the 66th Annual Pebble Beach Concours d'Elegance.

The Gooding & Company Pebble Beach Auction is also held the day before and the evening of the 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 — when the eerie mists and concours entrants arrive simultaneously on the golf course.

Concours d'LeMons

When: August 20, 8 a.m. to 1:30 p.m.

Where: Laguna Grande Park, 1249 Canyon Del Rey Blvd., Seaside, CA, 93955

Web: www.concoursdlemons.com

Cost: Free, as not even the most rabid gearhead will pay to see an AMC Pacer

Insider tip: A self-proclaimed "ugly oil stain on the Pebble Beach Auto Week," the Concours d'LeMons once again welcomes ranks of putrid automobiles to the beautiful Laguna Grande Park. Rust buckets, beaters and cars that barely rolled off the assembly line — in short, the worst of the automobile world — will compete for thrift market trophies. Go — if only to feel much better about your car choices. ■



Dave Tomaro

Concorso Italiano

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Pebble Beach Motoring Classic

Pebble Beach Motoring Classic

Where: Kirkland, WA, to Pebble Beach, CA

When: August 8–17

Web: www.pebblebeachconcours.net

Email: almcewan@msn.com or notsu@pebblebeachconcours.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 tour includes all meals, accommodations and entertainment on the route from Kirkland to Pebble Beach.

The Quail Rally

Where: This event changes route each year, but it always sticks to the great driving roads of the Monterey Peninsula.

When: August 15–17

Web: signatureevents.peninsula.com

Eligibility: Invitation only. The rally is limited to 30 cars built before 1974.

Insider tip: You can count on traversing the most scenic back roads of the Monterey Peninsula and the surrounding areas. The rally begins and ends at Quail Lodge, and all participants can expect world-class food and entertainment. All proceeds benefit local charities.

Pebble Beach Tour d'Elegance Presented by Rolex

Where: Starts at Portola Road in Pebble Beach

When: August 18, 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 1 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

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Pebble Beach Tour d'Elegance

the route and see many of the Pebble Beach Concours cars out on the road, doing what they were built to do.

Pacific Grove Rotary Concours Auto Rally

Where: Downtown Pacific Grove and all around the Monterey Peninsula

When: August 19, noon to 8 p.m.

Web: www.pgautorally.org

Phone: 831.372.6585

Cost: \$80 to drive only; \$100 includes barbecue dinner

Insider tip: This year marks the 22nd running of this casual rally, which will stage on Lighthouse Avenue. Most entered cars are pre-1974, but some newer cars are accepted. More than 200 cars hit the road, and more than 8,000 spectators cheer them on. The event ends with a barbecue dinner in Chautauqua Hall. Proceeds benefit Pacific Grove Youth Action.

Rolex Monterey Motorsports Reunion

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

When: August 18–21 from 7 a.m. to 6 p.m.

Web: www.mazdaraceway.com

Phone: 831.242.8200

Cost: Friday general admission is \$50, Saturday admission is \$80 and Sunday admission is \$60. A two-day pass for Saturday and Sunday is \$110 and a three-day pass is \$140. A four-day pass is \$160. Other packages are available on the track's website.

Insider tip: This year's event celebrates the 100th Anniversary of BMW, and plenty of them will howl 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 vintage GT cars, 1967–84 Formula One cars, 1947–55 Sports Racing and GT, 1966–72 Trans-Am cars and 1927–51 race cars — will roar around the track. This is the place to see, hear and feel history in motion. ■



Rolex Monterey Motorsports Reunion



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BimmerSpotting

A look at the most significant BMWs of the past 100 years

by Rob Siegel



BMW 328 roadster



BMW 502 convertible

Since BMW's 100th birthday coincides with its role as the Featured Marque at the Rolex Monterey Motorsports Reunion, a spotter's guide of the most significant BMWs of the past 100 years is in order.

328 Roadster (1936–40): Easily BMW's most important pre-war car, the 328 was BMW's first engine with hemispherical combustion chambers (insert "that thing got a Hemi?" joke here). The gorgeous fender curves, long thin kidneys, and hood straps all look just right. Big money. *SCM Pocket Price Guide median price: \$831,500*

501/502 "Baroque Angels" (1952–62): Big and swoopy. The 502 was powered by Germany's first post-war V8 (which was also the world's first production aluminum V8), but in cash-poor post-war Germany, they sold poorly. Though rare, for a long time the value of these cars was so low that they were little more than sources of V8s for 507s. In recent years, their values have come up substantially. *SCM median price: \$231,000*

507 (1956–59): In addition to its lithe lines, the 507 is stylistically significant because the kidneys are so wide they look like a radiator grille, not nostrils. This styling was aped 50 years later in the Z8. In my opinion, BMW should do more of this. A scant 252 of the gorgeous two-seater V8 roadsters were produced. Elvis famously owned one. Another big-money model. *SCM median price: \$1.9m*

Isetta (1956–62): As Germany tried to pull itself from the post-war ashes, it didn't need V8-powered baroque angels; it needed cheap transportation. BMW licensed the Isetta's design from the Italian firm ISO and ran with it, using an internally developed one-cylinder motorcycle engine. They sold like hotcakes and probably saved the company. These microcars used to be little more than a novelty, but we now routinely see asking prices of \$50k. Because it's air cooled, it has no radiator, and thus is one of the very few BMWs without kidneys (which, in addition to being central to BMW's styling signature, provide air flow through the radiator). *SCM median price: \$30,500*



1959 BMW 507 Series II



BMW Isetta convertible

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MONTEREY / BMW Spotter's Guide



Neue Klasse — BMW 1600 cabriolet



1974 BMW 2002 tii

Neue Klasse cars (1962–77): The forerunner of the 2002. The other car (after the Isetta) that saved BMW. Neue Klasse cars look the same as a 2002 from the front, but have four doors and a higher, squarer butt. The 1500 came in 1962, the first BMW with the “Hofmeister kink,” the forward-facing jog in the bottom of the C-pillar that has been BMW’s design stock and trade ever since. Followed by the 1600, 1800, and 2000. The 1800Ti/SA (“Tisa”) was the homologation car. No one used to care about Neue Klasse cars, but they are starting to get their due. *SCM median price: \$14,000 (1967–70 1600)*

2002: (1968–76): The 2002 wasn’t really the first sports sedan, but no matter. It made BMW’s reputation in this country. Ordered by increasing rarity and value: square-taillight cars (1974–76); square-taillight tiis (injected); round-taillight cars (1968-73); round-taillight tiis; tourings; 1600 cabriolets; and, at the top of the heap, turbos with the reverse-lettered script on the air dam so you knew what was roaring up your tailpipe on

der Autobahn. *SCM median price: \$34,800 (1972–74 tii)*

E9 (1968–75): To many, the 2-door coupes (2800CS / 3.0CS / CSi / CSL) produced from 1968 through 1976 are the most elegant BMWs ever built. CSLs, the lightweight homologation car with aluminum hood, trunk, and door skins, and thinner steel elsewhere, are the rarest and most desirable. There are four basic versions. CSLs saved additional weight with deletion of the front bumper, sound deadening, power steering and plastic rear bumper and fixed plastic rear windows. The cars with the “town package” or “city package” added most of these amenities back in for buyers who wanted more creature comforts. The road-going “Batmobiles” feature trunk and roof spoilers and fender wind splits. The actual Group 2 through 5 race cars had additional aerodynamics and massive fender flares, some featuring deep side scoops for brake cooling. The CSL wasn’t badged with an “M,” but it was the first car produced by what evolved into BMW Motorsport GmbH. *SCM median price: \$126,500 (1971–72 3.0 CSL)*



Group 4 BMW 3.0 CSL



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MONTEREY / BMW Spotter's Guide



1972 BMW Turbo Concept



1981 BMW M1

Turbo Concept (1972): As concept cars go, this one was highly influential. Two were built and shown at the Munich Olympics. One was recently shown at the Monterey Festorics in 2013, so you're likely to see it again. The wedge shape and the pinched nose clearly influenced the M1. *SCM median price: N/A*

M1 (1978–81): The first badged M car, the M1 used BMW's M88/1 24-valve engine — a forerunner of what went into the E28 M5 and E24 M6. It was another homologation special (it raced in the Procar series), but dealers could hardly give the M1 away at the end of its production run. It took another 20 years for it to become the halo car it is now. *SCM median price: \$564,300*



1990 BMW M3

1988 M Triplets: After decades of sending only pale anemic imitations of its best stateside, BMW stuck a thumb in the eye of the "gray market," and in 1988 (well, '87 and '88) introduced the M3, M5 and M6. Performance was close enough to the uncatalyzed Euro cars that both enthusiasts and the press adored. It was as if the covenant wrought with the 2002 had been fulfilled — the automotive equivalent of Reggie Jackson's three consecutive home runs in the 1977 World Series. *SCM median prices: \$57,800 (M3), \$13,200 (M5), \$29,200 (M6)*

Z8 (1998–2003): A fabulous exercise in heritage-based design, BMW's limited-production super roadster took major design cues from the 507. Influences includ-

ed kidneys so wide you don't perceive them as kidneys, and front fender-mounted grilles with inset logos. With this car, BMW produced something that's both stunningly retro and modern. *SCM median price: \$195,300*

Art Cars (1974–present): Alexander Calder painted the first "BMW Art Car," a Group 2 3.0 CSL, in 1975. He was followed by Frank Stella, Andy Warhol, Roy Lichtenstein, Robert Rauschenberg, and others. Out of the total of 17 art cars, the Calder and Stella CSLs and the Warhol M1 are probably the most compelling combinations of paint, canvas, and historical significance. *SCM median price: N/A* ■



2002 BMW Z8



BMW M1 Art Car by Andy Warhol

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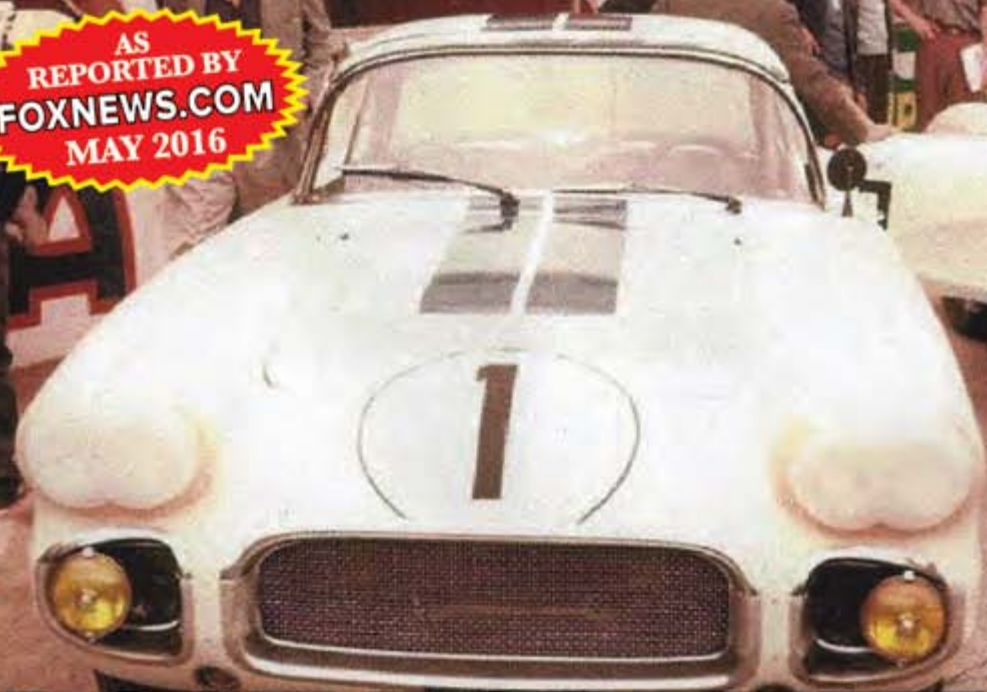
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Class Act: Selecting Cars for the Pebble Beach Concours d'Elegance

During the three-day Selection Committee meeting, we carefully scrutinize hundreds of cars

by Ken Gross



Dave Tomaro

Pebble Beach judges have to really know their stuff to scrutinize hundreds of top-level cars each year

The Pebble Beach Concours d'Elegance, held on the 18th Green at The Lodge at Pebble Beach, CA, is the world's premier vintage car event. As a Pebble Beach judge for 27 of the event's 66 years, I've witnessed the joy of victory and the agony of defeat countless times. So what does it take to get a car into this concours and win?

First of all, to show a car at Pebble, you must first apply. Hundreds of would-be entrants vie each year for about 220 places. It's not easy to be accepted, it's very hard to win your class, and it's nearly impossible to win Best in Show. The competition is stiff.

A Best in Class victory at Pebble Beach confirms that a car is historically correct, very close to the way it originally came from the factory or coachbuilder, and arguably perfect.

From those class winners, one car — the Best of Show — is chosen by a secret ballot cast by the Chief Class Judges, Honorary Judges, select Class Judges, as well as the Event Chairman, Sandra Button. Each person, no matter his or her rank, gets one vote. The car with the highest number of votes wins Best of Show.

Choosing up

Once applications have been filed, the Selection Committee — of which I am a member — gathers for a three-day meeting. We carefully scrutinize hundreds of cars, finalize classes, and then vote to accept or reject each entry. The results are posted on a special website only committee members can access.

Inside the meetings, the intense atmosphere resembles Ray Bradbury's "Fahrenheit 451," where people are like complete books on a subject. Each of the 20 Selection Committee members is an expert, often on several makes. They know many of the cars and/or will personally examine the cars they've never seen. The discussions are fascinating.

Applicants must submit detailed information on their cars, including vintage and recent photographs, history, provenance documents such as old registrations, previous awards, etc. You can't carbon date an automobile on the field, but it's easy to fake photographs and documentation, so we like to review as much as possible. The combined automotive knowledge of the committee usually ensures an applicant's car is the real deal — we

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MONTEREY / Inside Pebble Beach

don't accept replicas — but we can't be too careful.

We review each application, then vote on all the selections individually. Sandra Button, as Chairman, has final approval.

For 2016, the Pebble Beach Concours' special one-time classes include Chapron coachwork, Delahaye, 1930-to-1937 two-man Indianapolis race cars, Bizzarrini, and 100 years of BMW. Even more exciting is the celebration of the 50th Anniversary of the Ford GT40's win at Le Mans.

Ford GT40 50th Anniversary

Here's the GT40 backstory: Ferrari ruled the grueling Sarthe Circuit in France for years. Il Commendatore insisted on an intense, spare-no-expenses racing program. Despite some high-level sponsorship and the ongoing sale of road-going Ferraris, the tiny Italian company struggled financially. Intent on winning on the world stage, giant Ford Motor Company actually tried to buy Ferrari. Negotiations broke down over control issues when Enzo Ferrari was told the final racing decisions would come from Dearborn, not Maranello.

Incensed, Henry Ford II issued what amounted to a blank check and told his men to do whatever it took to beat Ferrari.

Specially built for endurance racing, Ford's radical GT40 eventually evolved into a world-beater, but not before two hard years of development, laced with poor showings at Le Mans in 1964 and 1965.

By 1966, Ford was ready with a multi-car team, the world's top drivers and Carroll Shelby as team manager. That historic year, the GT40s finished 1-2-3. Proving this was no fluke, Ford repeated its winning ways at Le Mans in 1967, 1968, and 1969 — winning the last two



Bizzarrini cars are the subject of a special one-time class at Pebble Beach this year

years with the same car.

For the one-time GT40 50th Anniversary Class, we've gathered every GT40 that ever won a significant international race. The 1-2-3 finishers from Le Mans 1966 will be present, along with the Gurney/Foyt J5 Mk IV that won in 1967. The back-to-back 1968/1969 double winner, P1075 Mirage M1003, will be present along with a GT40 roadster (GT109), and a road-going Mk III (M31101). But we won't be formally judging these GT40s. It wouldn't be fair, given that they were all racing cars and so many elements changed from race to race. Instead, Ford Motor Company has commissioned a special commemorative award designed by Ford Styling, and each GT40 owner will receive one.

It's too late to enter a car this year, of course, but it's definitely time to begin thinking about next year. Check out the Pebble Beach website for entry details (www.pebblebeachconcours.net), and start getting your application in order. ■



1968 Ford GT40. The model will be celebrated with a one-time 50th Anniversary Class at Pebble Beach this year



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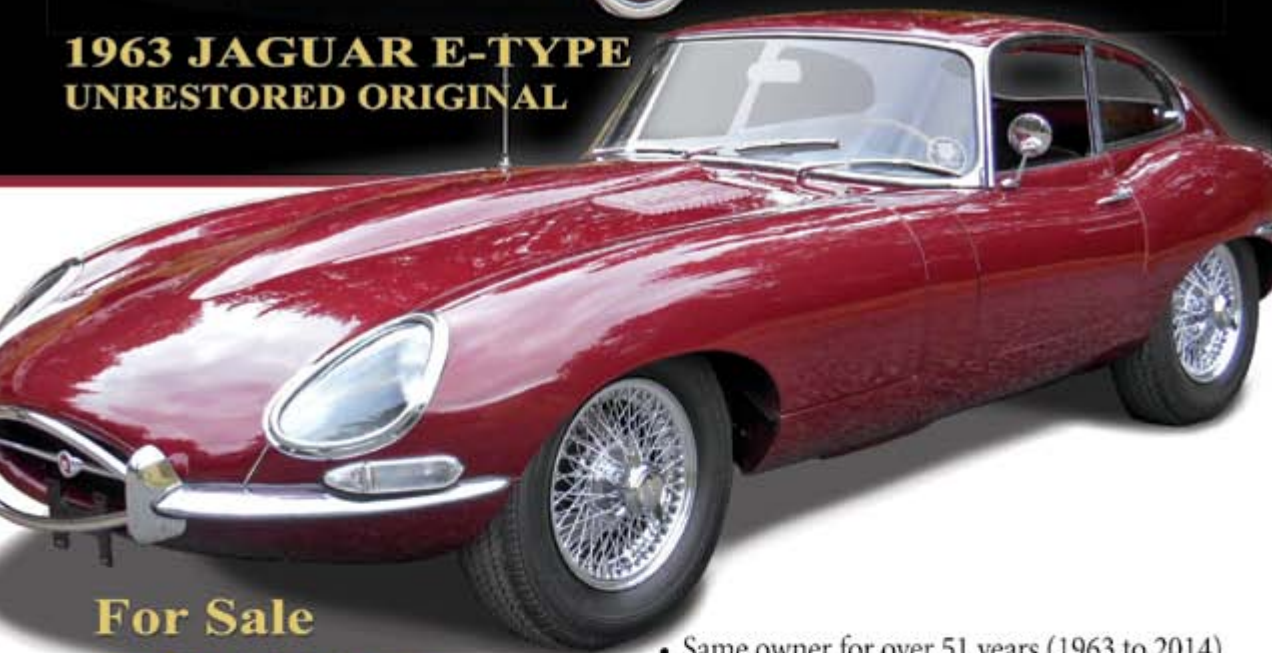
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Fifty Years of the Alfa Romeo Duetto

For a generation, the Duetto defined Alfa Romeo for millions around the world. In many ways, it still does

by Donald Osborne



1966 Alfa Romeo Duetto

It is hard to imagine today, but in the spring of 1966, when Alfa Romeo launched its new Spider, the reaction of many was dismay. Much like the situation when Porsche shocked loyal 356 enthusiasts in 1964 with the appearance of the 911, traditional Alfa enthusiasts were aghast at the shocking modernity of the new model put forth to replace the beloved Giulia 1600.

It was, however, a brilliant stroke from the company, which was enjoying what was arguably the best decade of its post-war existence.

The Alfa Romeos produced between 1964 and 1974 represent some of the most enjoyable, usable and remarkable cars that came from the great Milanese constructor. For many aficionados, these cars exemplify what the “new” post-war Alfa Romeo was all about.

From Super Flow to production

While the Duetto’s styling may have looked remarkably new, Franco Martinengo’s design for Pininfarina was clearly inspired by the stunning Super Flow show car of the 1950s.

The Super Flow was built on the chassis of a 1953 6C 3000 sports racer, which, with its original coupe body by Carrozzeria Colli, carried Juan Manuel Fangio to 2nd place in that year’s Mille Miglia.

Pininfarina rebodied the coupe four times beginning in 1956, experimenting with a slippery shape defined by a deep side groove and a variety of roof and fender treatments. It began with the coachbuilder

in a relatively uncharacteristic “Transatlantic” style mode, with wraparound windshield, glass bubble top and fins.

Super Flow of 1956 also had rather interesting clear plastic front fender tops that gave it the look of an open-wheel racing car, and its distinctive rear fins were identical to those seen on a contemporary Ferrari Superfast by Pininfarina.

A year later, the car was reimagined as Super Flow II. In this new configuration, the front fenders were fully closed, but the clear plastic theme migrated to the rear tail fins, the tops of which were rendered transparent — one supposes to aid in parking.

1959’s Super Flow III is actually the shape closest to the Spider introduced in 1966, and it in fact shows some of the design character elements Pininfarina would use much later in the final 1990 update of the model. This version was a roadster with no bubble top but with twin rear deck humps following the line of the seat backs. The tail tapered to the familiar pointed end, with narrow taillights on the edge. The headlights, previously covered, were now exposed.

The final version, Super Flow IV of 1960, brought back the full glass roof as well as covered headlights, but lost the side-groove design element, which is an important part of the Duetto and later Spider design. This groove has been likened to that seen in the flesh of the cuttlefish, or in Italian, “Osso di seppia.” It is the nickname given to the Alfa Spider in Italy.



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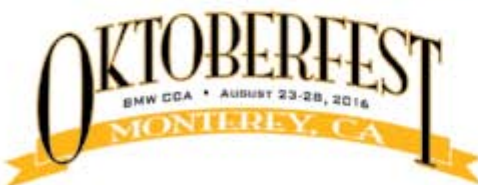
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1967 Alfa Romeo Duetto

All in the name

Speaking of names, Alfa went through a grand exercise to find one for their new Spider. With Giulietta and Giulia — Juliet and Julia — beloved in Italy, the company wanted to find a name equally evocative for the next model. A contest was held and was won by a fellow named Guidobaldo Trionfi. His suggestion was “Duetto” — Italian for “duet.” It referenced both the twin-cam engine and the car’s 2-passenger configuration. It was also a nice reference to the great pair of Romeo and Giulietta — Romeo and Juliet — which of course inspired the car’s predecessor.

While Sig. Trionfi received his prize of a new car, the name was never used commercially, as Perugina marketed a chocolate called “Duetto” and understandably objected to Alfa’s appropriation of the name. The car was only ever officially known as the Alfa Romeo 1600 Spider, but Duetto stuck, much as the Ferrari 365 GTB/4 will always be called the Daytona despite the fact that the factory never used that name.

The Graduate

As is the case with the Aston Martin DB5, it was a film that made this Alfa Spider recognized far outside the world of enthusiasts. Its appearance in a featured role in the 1967 film “The Graduate” gave Alfa Romeo a recognition level unimaginable a few years before. People who had never seen an auto race or ever heard of Fangio or Nuvolari suddenly knew that there was another Italian sports car that wasn’t a Ferrari.

The initial 1600 Spider was only produced for two years, after which the 1750 was introduced. A further year on, the first major styling change came with the so-called “Kamm tail” model, which replaced the tapering rear with a sharply cut-off squared rear end. While it certainly improved luggage capacity and is said to have improved stability, it was also much less visually distinctive.

Only the original round-tail 1600s are properly con-

sidered Duetto, although the name has been used with some abandon for all round-tail cars, including the 1750.

There is no doubt that the early cars have a dramatic grace, with their double tapering front and rear ends, the detailing of the small hump above the Alfa badge on the nose, the delicate and body-hugging bumperettes and the “lollipop” rear reflectors.

Alfa’s timeless tourer

The 1600 Spider is also among the last of the minimalist yet supremely comfortable touring sports cars. If the trunk lacks a certain amount of usable space at the end, there is ample space behind the vinyl seats for more soft luggage, and those seats are great for hours at a time, with the high windshield providing excellent wind protection.

Through four generations, the Spider that began as the Duetto continued from 1966 to 1993, with nearly 125,000 built over 27 years. For a generation, the model defined Alfa Romeo for millions of people around the world. In many ways it still does. As is so often the case, a shape that seemed polarizing at first grew into one that ultimately became timeless.

Even through the somewhat awkward rubber bumper and rear decklid spoiler period of the 1980s, the Spider retained its strongest attributes, including terrific handling — even with characteristic rear axle hop in bumpy corners — a wonderful direct shift through the angled lever that came straight out of the transmission, and the best one-handed soft-top operation ever devised.

But for those who want the purest expression of late 1960s Alfa Romeo motoring, stick with the original. Considering the premium early 911s bring over more powerful and better developed later models, it’s still surprising that the Duetto doesn’t cost more. Don’t wait — finding a great, well-maintained, unmodified example can be a challenge now and will only become more difficult. ■

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Adventures With a Classic

SCMers look back at their favorite experiences with Alfa's Duetto



Rick Horan's 1967 Duetto racer with the world's ugliest roll cage



Fred Feldman's gift to his bride in 1969

Back in the late '70s, I was a mechanic for Ed DiBenedetto Imports, an Alfa Romeo dealer in Great Neck, NY. Following mildly successful seasons running an SS MGB, I figured I was ready for the next step. Somehow I convinced the owner to "invest" in a race car for promotional purposes. The plan was to campaign it in the SCCA's North Atlantic Road Racing Championship (NARRC) series on weekends and display it in the showroom during the week.

I found a rough 1967 Duetto race car with the world's ugliest roll cage, but budgets were tight. I dismantled the car, sandblasted the body (that's another story) re-wired the electrical system and rebuilt the engine. I was the mechanic, driver and transporter. Races were held in Bridgehampton, Pocono, Bryar Park (NH Motor Speedway) and Lime Rock. The gas crisis made it necessary to have a second set of plates to get gas on both odd and even days.

I'll never forget that first race of the season. Ed brought his whole family out to Bridgehampton, only to see his car die on lap 13 of the 15-lap race. Who knew that the race engine would only get 5 MPG? I never started a race without a full tank again.

The Duetto was so much fun to drive that my helmet could not hide my permanent smile. The last race of the season was a cold rainy Sunday in October at Lime Rock Park. The competition was keen but the Duetto tore up the straights and drifted through turns like she was on a mission. We won that race and in the process the E Production championship. We received an engraved silver plate and case of St. Pauli Girl, but the real prize was the joyous memories of that magical season with my '67 Duetto. — **Rick Horan, via email**

While living in San Diego in 1969, my wife and I watched the movie "The Graduate." She asked, "Will you buy me that car for a wedding present?"

The next morning we went to the local Alfa dealer. No new ones were available. A boat strike was the reason. But there was a 1967 that had been turned in by a Navy guy leaving on a cruise. He bought it in Utah and

drove it to San Diego, and instead of storing it, decided to sell to the dealer. My good fortune.

We drove it home, and since August 1969, we have enjoyed this car. All numbers match and it's now living in Palm Desert. After 48 years of ownership, we still love driving it. Get lots of waves and thumbs-up. — **Fred Feldman, via email**

I purchased my 1967 Duetto in 1991 from the original owner. The car has always performed well. I had it totally restored in 2004 and I have enjoyed many wonderful days behind the wheel. However, in the 25 years since, I have yet to meet a Mrs. Robinson. — **Rod McNae, via email**

As an Alfa novice in 1975, I attempted to replace the inevitable leaking head gasket in my Duetto. Can you guess what happened? Yup, bent valves — who'd ever heard of interference engines back then? — **Bob Sweeney, via email**

In 1969 I was working at Sportscar Salon in Flushing, NY. We were dealers for several very good brands, and we sold a ton of sports cars, including Alfa.

We were very aware that we weren't going to get any Alfas for the new year, because Alfa thought they would get an exemption from the new, stringent EPA and DOT rules but didn't.

One morning I found a letter in the mail posted from Canada. It was from an Alfa dealer in Toronto who said that he had more Alfas in stock than he could possibly retail, and he wanted to wholesale some of them here in the States. The ones he offered were built in December 1968, had carburetors and none of the coming smog "junk." Since we weren't getting any cars at all from Alfa at the time, we jumped at the opportunity.

I went to Toronto with my wife. We were met at the

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MONTEREY / Duetto Memories



David Walter's 1967 Duetto, which wasn't as rain-proof as he thought

airport by a very nice man who raced us back to Toronto (at well over 100 mph) in the new Spider we were buying. I was stuffed in the little package shelf, really getting whipped by the wind draft.

After paying for the car and executing the sale documents, we spent the night in a really fine hotel in the center of town. In the morning we headed south to the border and paid a very moderate duty on the car. I think they thought it was an old beater because it was still in cosmoline and the road conditions were rank.

We visited Niagara Falls, and sped home to Flushing in that delightful little car.

As soon as it was serviced, we sold it for a very good profit, as there were no new Duetto's available anywhere. We brought in probably another four or five. Every one of them was picked up by a different employee and driven back to NYC. We all were very happy Alfisti at last, at least for a few days! — **Gerald Garbis, Grants Pass, OR**

I bought a '67 Duetto in 1969 and it was my daily driver for 25 years. I had had several sports cars before and always found that due to the steep angle of the windshield, I could drive in the rain without getting wet if I kept my speed up.

Soon after buying the Alfa, my wife and I were on a trip to the Texas hill country and we ran into a rainstorm. I told her, "Don't worry, as long as we are going over 70 the rain will just blow over us." Obviously I didn't take into account the angle of the Alfa's windshield. We got soaked before I could stop and get the top up. She never let me forget throughout our 45 years of marriage. — **David Walters, via email**

The 1967 Duetto I own was actually my late husband's second love (me being the first).

My husband graduated from high school in 1967, and as the story goes, a friend's father bought his friend one for graduation. My husband and his friend partied from the Bay Area to Ensenada in that car, and apparently shared many fond memories (none of which he told me).

John showed the car numerous times at the Concorso Italiano with me by his side, and was chosen for "drive-by" in front of the grandstands often.

The last time he showed it, I was given the honor of driving it in front of the grandstands while they discussed the car for the public. What fun.

I kept the car, and 10 years after my husband's passing, I decided to become involved with the ARA again

and show the car. It has been so much fun. I usually detail the car and engine myself, and am pretty proud of how I am keeping the car up. My first show by myself with the car was at the Concorso Italiano in 2014. I love this car! — **Vicki Lawrence, via email**

Ten years ago, we bought a soft-buttery-yellow Duetto — a tired kitchen color but clean-as-a-whistle '67. It had a history of caretakers, each more idiosyncratic than the next, but all committed to keeping the heart beating: Ron, who once owned it; Tom, who purchased it and who lovingly sympathizes with every Italian motorcar; Billy, who rebuilt the drivetrain; and Kelly, who signed it over. I was along for the ride.

We were making a maiden voyage to San Francisco from Spokane in this new/used automobile, determined to keep the pedal down and our collars up and never ever raise the roof. To sail through the flats of Washington, down the Columbia River Gorge, and out into the great north of California, dodging the Redwoods and the Subaru.

We shared stories while the car climbed, cornered and stuck like glue to every road, slowing down for logging trucks in the mornings and cheap motels as the sun set.

Outside of a coffee shack in Eureka one morning, we had the attention of a beautiful woman gazing out the window. Still in last night's pearls and black dress; Oregon strong. I bought her a cup of coffee while the Duetto, idling outside, held the attention of all the "men in plaid," murmuring about the boat-like tail and the Plexiglass headlight covers. She yawned. I retreated. The exhaust was almost the only heat on the street at that hour.

Ever since that journey, we have continued the road-trip tradition: now down to an afternoon each August, and between San Francisco and Monterey, but still with the '67. We kiss our wives goodbye and roll out the Duetto — bulletproof and profoundly pretty.

It takes us south, and takes us back, and continues to get the nod from every Ferrari owner who blows by and every shadow at the window. — **Mase M. Morse III, Laguna Beach, CA** ■



Vicki Lawrence with her late husband's second love, a 1967 Duetto



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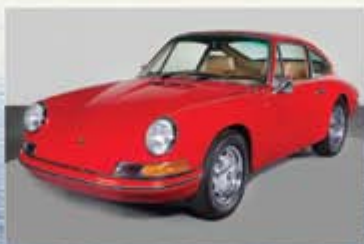
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Making the Most of Monterey Car Week

You won't be able to see it all, but you can decide in advance what you're not willing to miss

by Jim Pickering



It's easy to get caught up gawking at amazing cars, but don't forget to eat

Monterey Car Week is easily the most intense group of events on the car and auction calendar. Just look at this guide for proof: six days, six auctions, 14 concours and shows, historic racing, vintage art displays, car spotting everywhere you go, and more. There simply aren't enough hours in all the days of the week to see it all. I know. I've tried.

This year's Monterey Car Week is my 10th with Sports Car Market, and over that time, even I haven't been everywhere or seen everything. But 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 week on the planet:

1. Plan your days and plan your meals

If you're a GT40 fan, plan to get to Pebble Beach on Sunday. Looking for a special car at auction? Check out what's running at each location and when, and plan on being there when that car runs.

But just as — if not more — important is making sure you eat. Why? Because A-list cars are everywhere in Monterey, and like a dog seeing a squirrel, you'll lock on to a GTO or XKSS every few minutes, walk over to check it out and lose track of time. Happens to us all.

Before you know it, you'll be rushing off to a cocktail party without having had lunch because you were

too busy chasing cars. Those results may not 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

Fact: There's too much for you to see and do. 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.

Page 60 of this guide can really help here. It shows 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 all of a sudden the smartest bidder in the room.

Say you're in at way 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. Hmm. Maybe it was the deal of the century after all — just not for 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 racecars 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 there is well worth the investment of time.

6. Don't take an old car with known issues

This may sound silly, because we all know that 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 questionable head gasket that finally expired in heavy Monterey Week 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, plan to leave it at the hotel and catch a lift with someone else. That way you can deal with the trouble later, rather than miss an event you've paid to attend and 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 percent 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 them at one time or another.

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, also 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.



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Cost: Free and open to the public

Insider tip: RetroAuto is at the elegant Inn at Spanish

Bay and is a big part of the Pebble Beach Concours d'Elegance expansion to a second site. 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 presented by Credit Suisse. 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: August 21, 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? ■



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