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The Immersive Experience

by Keith Martin

There are two kinds of car fanatics in the world: those who have been to Monterey Car Week, and those who haven't.

For returning Car Week veterans, you already know how to do this. You are prepared for sleep deprivation combined with sensory overload.

You aren't surprised by seeing three Bugatti Chirons parked on Del Monte Avenue in downtown Monterey. You've learned to say, "Another red Ferrari, how totally boring."

When an F40 goes by, you casually describe it as "the Italian Superbird."

In short, this SCM Monterey Insider's Guide, our 14th edition, is your familiar friend to take you along a known pathway. You'll use it to parse out your week, deciding which events you can get to and which you can't, and make your plans accordingly.

But if you're a Monterey Car Week newbie, this guide is a cornucopia overflowing with gearhead riches.

In this Guide's 120 pages, you'll find more activities to attend than you could fit into a month: auctions, concours, vintage races, car shows and more. From the Pebble Beach Concours d'Elegance to the Concours d'Lemons, every type of car show imaginable is here.

As for auctions, well over 1,000 cars will be offered by six auction companies, and last year \$330m flowed from collectors to auction houses. My prediction is we will see a modest 10% rise in overall results, to a total of \$362m.

The beauty of an auction is that by simply raising your hand, you can buy a car *right now*. Of course, that can also mean submission to the red mist, forgoing inspections and research. But what's life without a little risk-taking and adventure?

I could tell you newbies to be thoughtful and plan your time carefully, but what fun would that be? Besides, you know that you are going to run yourselves ragged hustling from one auction to the next, always hoping that you will be the only guy in the room trying to bid on the short-nose 275 GTB that is being offered at no reserve.

Well, hope does spring eternal.

In the end, Monterey is a celebration and a carnival of every aspect of the collector-car world.

Go, enjoy and have no regrets in the morning.

See you there. ■



Beware the red mist when the beauties hit the auction block

Sports Car Market

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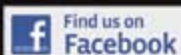
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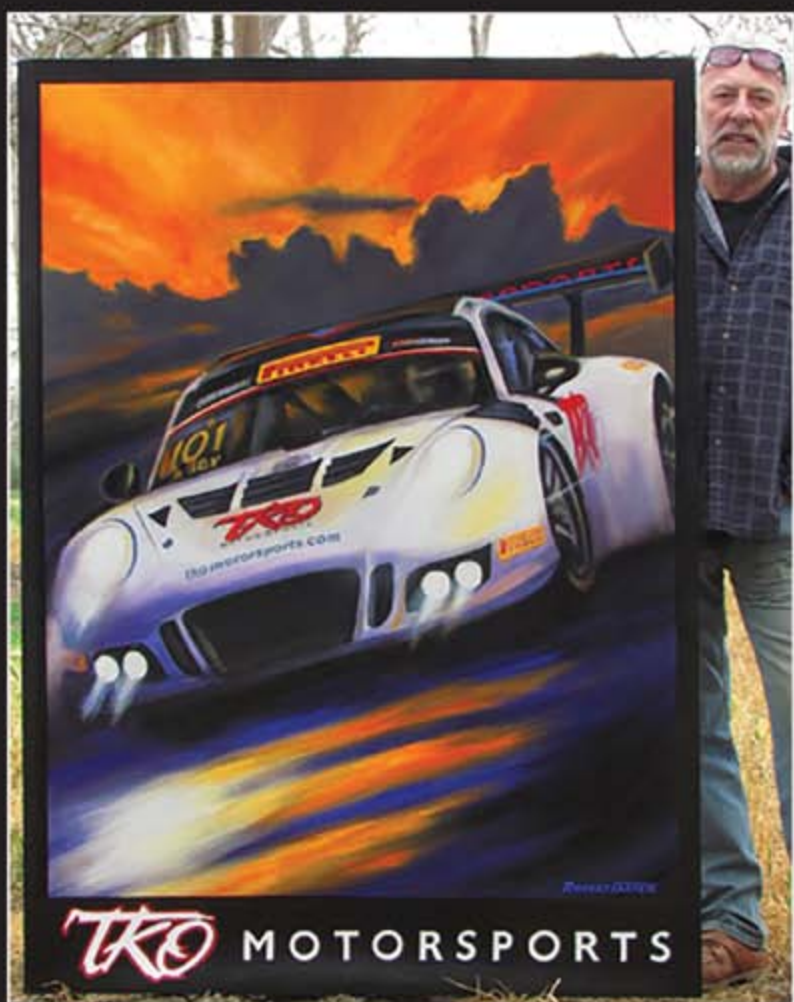
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Interior of Thunderbolt Open Top Thunderbolts



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California Tour & Pebble Beach Concours d'Elegance

AACA Museum, Inc. is a world-class automotive Museum located in Hershey, PA. Displays include a diverse collection of automobiles, motorcycles and antique buses from the 1890s – 1980s presented in themed settings that take you back in time. The Cammack Tucker gallery showcases the World's most extensive collection of Tucker Automobiles and artifacts. As we celebrate the **70th Anniversary** of the Tucker automobile and the legacy of Preston Tucker, we invite you to visit. We're honored to have Tucker #1026 from the Cammack Collection along with the factory test chassis on view at Pebble Beach Concours this year as featured vehicles.

California Tour & Pebble Beach Concours d'Elegance

As an extension of our Tucker heritage, join fellow enthusiasts and friends of the AACA Museum on an exclusive trip to Pebble Beach Concours d'Elegance, Car Collections, and Private Tours. A few other tour highlights include RM Sotheby's Monterey Auction, Francis Ford Coppola's winery along with a dinner, wine tasting; Guided Tour of the Black Hawk Museum's Automotive Gallery; some free time in San Francisco and more. Tour dates are August 20-27, 2019 with full details available at AACAMuseum.org/Events/TravelAndTours.

So if you've always wanted to attend Pebble Beach, now is the perfect time - *Space is limited, don't miss out!*

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Monterey Auction Roundtable

SCM asks the auction houses for their 2018 star cars and under-the-radar sleeper cars



Gooding Sleeper: 1994 RUF BTR2



Bryan

David Bryan
Senior Specialist,
Gooding & Company,
Santa Monica, CA

Star Car: One of our star cars is the **1955 Porsche 550 Spyder**, chassis 5500053. The car was originally owned by accomplished California-based privateer racer Eldon Beagle. This was his first Porsche Spyder — he would later go on to own and race another 550 Spyder, as well as a 550A and an RS61 Spyder. Mr. Beagle raced the car in nearly 20 races between 1955 and 1956, including

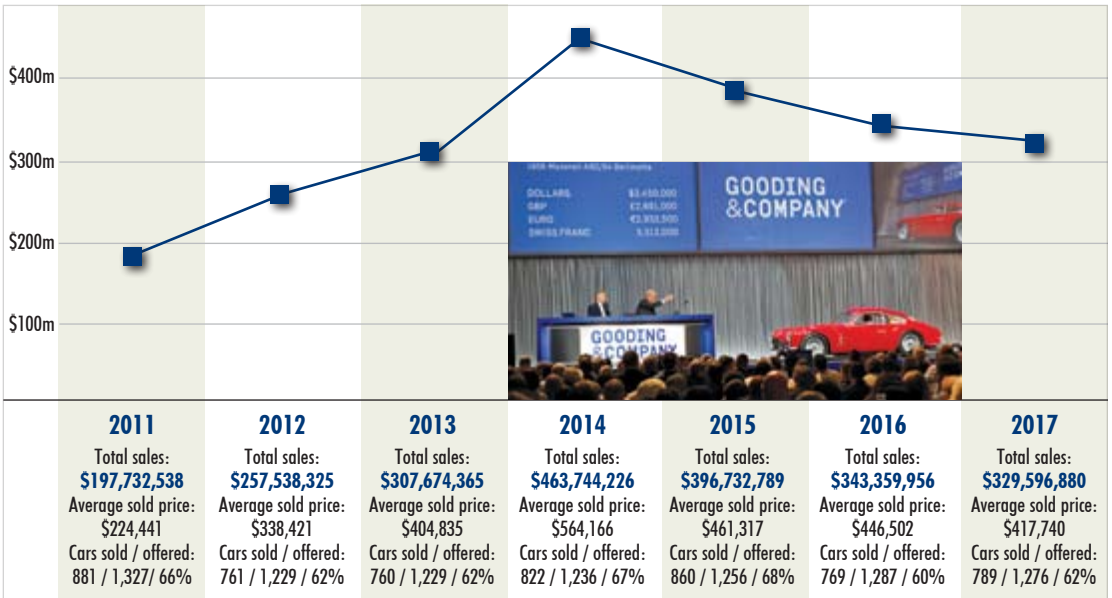
the 1956 Pebble Beach road races.

The current owner purchased the car nearly 20 years ago, and it has remained largely hidden from public view. We are thrilled to offer this exceptional four-cam Spyder, which ticks all the right boxes for the collector seeking a significant competition Porsche, and has not been offered for public sale in nearly two decades. Estimate: \$4m–\$5m.

Sleeper Car: My sleeper car pick for this auction is our **1994 RUF BTR2**. RUF is a German car manufacturer that builds and engineers original vehicles using unmarked Porsche chassis.

This car is the original RUF BTR2 prototype and was used extensively for the company’s marketing materials and press launch. What truly excites me about this car is that it was the first turbocharged

Complete Monterey Car Week Total Sales by Year



version of the Porsche 993, as it was released before a Porsche factory version of the 993 Turbo model.

This car differs from the Porsche factory car, because it is powered by a single-turbocharged Porsche engine mounted to a narrow-body, rear-wheel-drive 993.

Presented in the distinctive color of Blood Orange, this RUF BTR2 offers a great opportunity to acquire a real RUF-built 993 that has a true W09 VIN number, and is being offered without reserve. Estimate: \$700,000–\$900,000.



Duff

Gord Duff

Global Head of Auctions, RM Sotheby's, Blenheim, ON, CAN

Star Car: We've been able to secure a number of exceptional, rare cars for our 2018 Monterey sale, but one of the highlights for me is without a doubt the **1934 Packard Twelve Individual Custom**



Russo and Steele Star: 1984 Lamborghini Countach

tom Convertible Victoria by Dietrich.

This is one of the most important and rarest American Classics to ever come up for sale — a car so rare that I didn't even know it existed prior to the Cassini Collection's ownership. The eye-catching, one-off fenders give the Packard a considerably sportier design, clearly pulling inspiration from the Auburn speedster and French coach-building of the time.

The quality of the restoration is nothing short of over-the-top, and with known history from new, it simply doesn't get any better than this. The Dietrich Twelve is among the most significant American Classics, and quite possibly the world's best Packard. Estimate: \$4.5m–\$6m.

Sleeper Car: This year, my sleeper car selection is the **1961 Jaguar E-type Series 1**

3.8-liter fixed-head coupe. While an E-type is an auction staple across the calendar, this is a particularly special car as one of just 20 left-hand-drive, outside-bonnet-latch (OBL) fixed-head coupe examples, and one of much fewer still that survive today.

I can't recall the last time an OBL coupe came to public auction, so I believe this car will draw significant interest and I look forward to seeing the result. Estimate: \$500,000–\$700,000.



Alcazar

Drew Alcazar

President, Russo and Steele, Scottsdale, AZ

Star Car: One of our many star cars is by far the most impressive example of what an entire generation of adolescents had on the bedroom wall: the iconic **1984 Lamborghini Countach**. Let's face it, these cars define "collectible," as they will stand the test of time to be coveted as works of art and a testament to the era of excess.

To also be brutally honest, however, '80s cars' build quality paled in comparison to manufacturers today. So when the most sinister color combination arrives in black on black (cue the AC/DC cassette), having been fully restored to a standard not imagined by the factory over 30 years ago, now with all-fresh mechanicals, stunning paint and a combination of new and original leather interior — this particular Countach is "the one" that every collection on



RM Sotheby's Star: 1934 Packard Twelve Individual Custom Convertible Victoria by Dietrich



Bonhams Star: 1948 Alfa Romeo 6C 2500 Competizione

the planet should want to have prominently displayed.

Sleeper Car: Who could possibly resist the conversation piece of our **barn-find 1962 Alfa Romeo Giulietta**? With the original Arizona license plates, indicative of its long slumber in the high, dry desert, just having it sit in the corner will guarantee the owner a crowd and endless stories being told while pontificating on its mysterious forgotten history. If only cars could talk!



Greisen

Jakob Greisen

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

Star Car: For Bonhams' Quail Lodge sale, one of the stars is a **1948 Alfa Romeo 6C 2500 Competizione**. This is the very first post-war Alfa Romeo competition model. Even more significant is the fact that it is one of only two built and the only one surviving. Plus, the matching-numbers, fully documented sports racer has exciting period com-

petition history, has been a four-time entrant in the Mille Miglia, won its class at the Pebble Beach Concours d'Elegance, and has received a perfect 100-point score in CCCA judging.

It is truly one of the most significant historic race cars in the world, eligible for the most exclusive driving and concours events around the globe. Estimate: \$3m-\$3.5m.

Sleeper Car: Something very special is the **1953 Siata 208S Spider**, a veteran of both the Concorso d'Eleganza Villa d'Este and the Pebble Beach Concours d'Elegance.

The 208S rose to prominence after Steve McQueen bought one (nicknamed his "Little Ferrari") and it is still among the rarest and most sought-after Italian sports cars today. This beautiful example — one of only 37 ever

produced — has spent most its life in California, where it was treated to an exquisite restoration by marque specialist Nino Epifani. Estimate: \$1.5m-\$1.8m.



Egan

Rod Egan

Principal and Chief Auctioneer, Worldwide Auctioneers, Auburn, IN

Star Car: At the second edition of the Pacific Grove Auction on the Monterey Peninsula, slated for Thursday, August 23, one of Worldwide Auctioneers' stars is one of most rare and visually striking Duesenberg Model Js produced:

Derham Sport Phaeton J-475 on the short-wheelbase chassis.

J-475 is exceptionally pure and rare as one of just five built and one of two with a dashing "V" windshield. Retaining the original chassis, engine, body and firewall, it is now offered from 46 years of single-owner care in the Pacific Northwest.

A beautifully maintained older restoration, J-475 carries fascinating and well-known history with a limited owner roster, standing as a rare pre-war legend among the vast majority of post-war sports cars offered during Monterey Car Week.

Best of all, J-475 offers a thrilling opportunity to acquire one of the finest surviving Model Js in existence — a true automotive milestone with unquestioned access to any worthy event the successful bidder should choose to enjoy.

Sleeper Car: Exemplifying post-war sporting legends at the other end of the collector-car spectrum, Worldwide Auctioneers' sleeper is quite likely the finest **Series II Jaguar XKE Roadster** available anywhere.

Offered from the original owner, who purchased it in 1968 while in England, this sleek icon is one of the last major restorations by the late Lou Ottaviano.

The winningest Jaguar of its kind, offered complete with all factory books, tools, and factory hard top, this 1968 Series II XKE is simply an amazing example of one of the most beautiful and desirable sports cars ever produced. ■



Worldwide Star: 1931 Duesenberg Model J Derham Sport convertible sedan

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Outside Bonnet Latch example, Nut & Bolt Restoration



1961 XK Series 1 3.8L FHC VIN: 885041
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1951 XK-120 3.4L OTS VIN: 671318
Award-winner, Comprehensive Restoration



1952 XK-120 3.4L FHC VIN: 680326
Restored Show/Driver, numbers-matching example



1967 XK Series 1 4.2L OTS VIN: 1E13274
30k miles since new, includes hard and soft top



1966 XK Series 1 4.2L FHC VIN: 1E32792
Rotisserie Restored, Opalescent Silver Blue/Dark Blue



1960 XK-150 3.8L DHC VIN: S838797
Comprehensive Show/Driver Restoration



1962 Mark II 3.8L Sedan VIN: P218990
Recent Show/Driver Restoration, 6 Speed



1966 XK Series 1 4.2L FHC VIN: 1E31442
Rotisserie Restored, BRG & Tan Color Combo



1963 XK Series 1 3.8L OTS VIN: 879320
Fully Restored, Series 1 Show Driver XKE



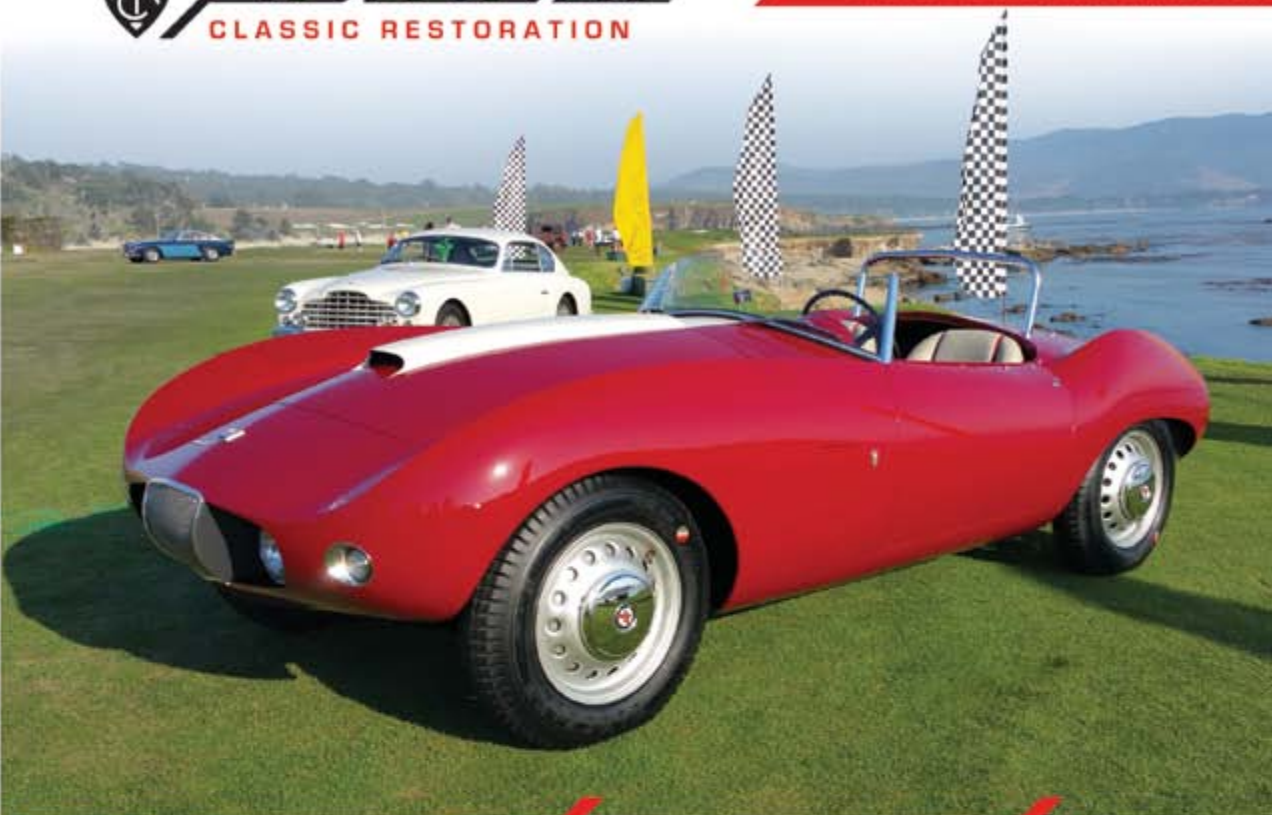
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1972 Ferrari Daytona
1967 Chevrolet Corvette L71 Roadster
1968 Shelby GT500KR
2011 Porsche GT3RS
1969 Shelby GT500 SCJ Convertible

1970 Pontiac GTO Judge RAM AIR IV
1970 Chevrolet Chevelle LS6 Convertible
1959 Chevrolet Impala 348 Tri-Power
1965 Sunbeam Tiger Mark I
2006 Ford GT Heritage

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SCM's 2018 Monterey Insider's Seminar

"Experts Pick the Ultimate Three-Car Collection"

Where: Gooding & Company Auction Pavilion, Pebble Beach

When: Friday, August 24, 2018, 9:30 to 11:30 a.m.

Registration: www.sportscarmarket.com/2018seminar

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: Publisher Keith Martin and Editor-at-Large Donald Osborne will emcee the 17th annual Monterey Insider's Seminar with panelists Miles Collier, Steve Serio, Carl Bomstead and Jim Pickering. The SCM experts will share their knowledgeable observations of the collector-car market, as well as their picks for the perfect three-car collection, and discuss the future collectibility of modern cars, and how long the 6-speed Ferrari madness will last.

There will be time for an audience Q&A session after the panel discussion. Bring those burning questions you have been saving all year.



Carl Bomstead (from left), Donald Osborne and Miles Collier at the 2017 SCM seminar

Featured Panelists

- Miles Collier
- Carl Bomstead
- Steve Serio
- Jim Pickering

SCM Monterey Insider's Auction Tours

SCM expert Andy Reid will lead tours through some of the premier auction venues in Monterey. Together with a specialist from each auction house, he will give an in-depth look at many of the spectacular lots on offer during the week. The auction tours will take place at Bonhams, Worldwide Auctioneers, Russo and Steele, and RM Sotheby's. Be sure to arrive at the designated meeting location 10 minutes before the tour is to begin.

All tours are available to SCM Platinum members and one guest only. Space is limited and filled on a first-come, first-served basis. Register at www.sportscarmarket.com/monterey2018tour, or call 503.261.0555 x217

Bonhams

When: Wednesday, August 22, 2018; 9 a.m.

Where: Near the media desk

Worldwide Auctioneers

When: Wednesday, August 22, 2018; 3 p.m.

Where: Near the media desk

Russo and Steele

When: Thursday, August 23, 2018; 3:30 p.m.

Where: Near the media desk

RM Sotheby's

When: Thursday, August 23, 2018; 10 a.m.

Where: Near the media desk

Legends of Auto Gala Dinner

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

When: Thursday, August 23, 7 p.m. to 10 p.m.

Web: www.legendsofauto.com

Tickets: \$250 each; table of 10 is \$2,000. Available at MY360tix.com/legends-gala

Insider tip: This prestigious annual event honors those who have significantly advanced the industry and helped to develop the next generation of its leaders. This year's honorees include Tom duPont, founder of duPont Registry; Ken Lingenfelter, CEO of Lingenfelter Company; Barry Meguiar, founder of Meguiar Car Care Company; Steve Saleen, CEO of Saleen Motor Company, and our own Keith Martin, founder and publisher of Sports Car Market and American Car Collector. ■

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Mecum — Monterey 2018



Mecum's top seller at Monterey in 2017 — 2014 Ferrari LaFerrari coupe, sold at \$3,795,000

Preview: Thursday, August 23; Friday, August 24; Saturday, August 25; gates open at 8 a.m.

Auction: Thursday, August 23; Friday, August 24; Saturday, August 25; 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 \$200 for one bidder and one guest. Auction seating area may be reserved for registered bidders only.

Last year: 327 sold/643 offered / \$33.5m

Insider tip: Mecum's Daytime Auction lineup, as it is every year, is the biggest in Monterey. 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. Don't count them as a muscle-only sale, though — last year's top-sellers list included a 2014 Ferrari LaFerrari that brought \$3,450,000 and a 2015 Bugatti Veyron Grand Sport Vitesse sold for \$2,350,000. ■



American muscle is a staple of Mecum Auctions. In Monterey 2017, this 1966 Shelby GT350 sold for \$148,500

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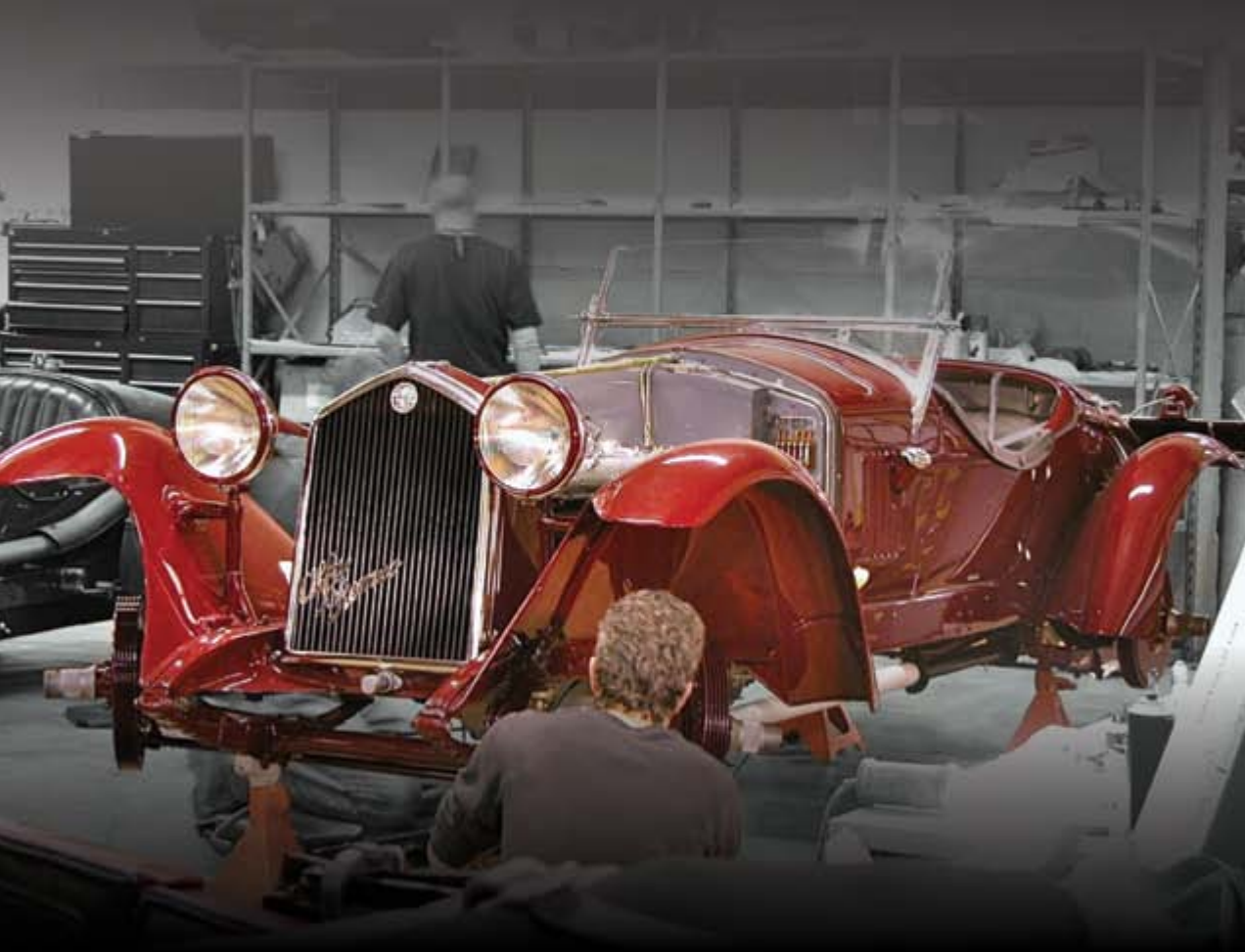
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Russo and Steele — Monterey '18



1986 Ferrari Testarossa

Preview: Wednesday, August 22, 9 a.m. to 5 p.m.; Thursday, August 23; Friday, August 24; Saturday, August 25; 9 a.m. to 3 p.m.

Auction: Thursday, August 23; Friday, August 24; Saturday, August 25; 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 one bidder's pass and one guest pass.

Last year: 114 sold/201 offered / \$8.5m

Insider tip: Russo and Steele's sale format — auction in the round, they call it — invites you inside the action, and is one of the most unusual and fun bidding experiences. The consignment team targets lots in the \$50k–\$500k price bracket, so expect high-quality drivers when you stop by. Pro tip: Russo and Steele is

located on the waterfront, and the temperatures often drop after sundown. Plan for cool nights.

Star Cars: Lamborghini Countach. Comprehensively restored, with extensive receipts file including \$23k in paint, \$80k-plus in mechanical work. Comes with factory tools and manual.

1962 Alfa Romeo Giulietta. Perhaps the ultimate barn find.

1986 Ferrari Testarossa. Monospeccio model, with complete factory tools, owner's manual and embossed luggage kit. Just over 15k original miles.

1974 Chevrolet Camaro IROC racer. Built by Penske and raced in IROC Series II, III and IV. Restored to as-raced in 1975. List of drivers includes AJ Foyt, Johnny Rutherford, David Pearson, James Hunt, Jody Scheckter and Brian Redman. ■



1974 Chevrolet Camaro IROC racer

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Worldwide Auctioneers — The Pacific Grove Auction



1961 Jaguar E-type Series I 3.8 convertible

Preview: Tuesday, August 21; Wednesday, August 22, 9 a.m. to 6 p.m.; Thursday, August 23, 9 a.m. to 4 p.m.

Auction: Thursday, August 23, 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 and includes two VIP seats and one catalog.

Last year: 51 sold/74 offered / \$7.4m

Insider tip: This is Worldwide's second year at Monterey, following their successful debut in Pacific Grove last August. Since they are based in Auburn, IN, expect some fine examples of Classic American Iron, but there's much more. Worldwide brings experience sell-

ing high-end exotics, both old and new, all around the country. Last year's high sale was a 1940 BMW 328 roadster that sold for \$605,000.

Star Cars: 1931 Duesenberg Model J Derham Sport convertible sedan. Retains original chassis, engine, body and firewall.

1916 Locomobile Model 38 collapsible cabriolet. FIVA Preservation Award winner at the 2017 Pebble Beach Concours d'Elegance. One of two known examples.

1972 Ferrari 246 GTS Dino. Fully documented with Marcel Massini Report.

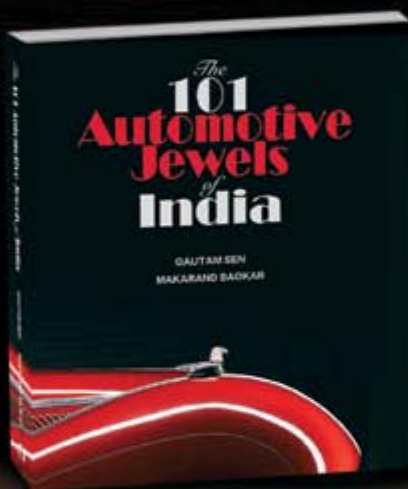
1961 Jaguar E-type Series I 3.8 convertible. Numbers-matching, early production car with Jaguar Daimler Heritage Trust certificate. ■



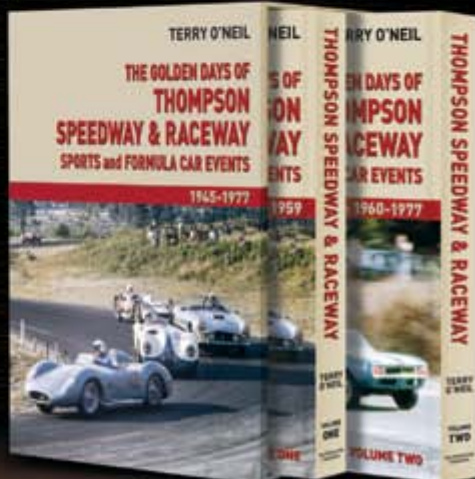
1931 Duesenberg Model J Derham Sport convertible sedan



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Bonhams — Quail Lodge Auction



1964 Shelby Cobra

Preview: Wednesday, August 22; Thursday, August 23, 9 a.m. to 6 p.m.

Auction: Friday, August 24, 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: \$30 admits one person with Gallery Guide pamphlet; \$100 catalog; \$150 bidder's registration and catalog. Free entry with Quail Motorsports Gathering ticket.

Last year: 86 sold/109 offered / \$55.2m

Insider tip: Bonhams' Carmel auction is held in perhaps the most serene setting in the area: the Quail Lodge. They've also built their sale up to one of the most anticipated auctions of the whole Monterey Car Week. Automotive icons from the Ferrari 250 GTO (sold in 2014 for \$38m) to last year's high sale, a 1995 McLaren F1, sold at \$15.6m, appear with regularity at the Quail Lodge Auction. The sale also runs alongside The Quail, A Motorsports Gathering, but it's important

to note that Bonhams' admittance does not include entry to The Quail.

Star Cars: **1953 Siata 208S Spider.** Spent half its existence in California, before heading to Belgium for restoration by Nino Epifani. One of just 37 examples. (Estimate: \$1.5m–\$1.8m)

1948 Talbot-Lago T26 Record Sport Coupe de Ville. Coachwork by Saoutchik. Winner "Le Grand Prix du Salon" Paris 1950. (Contact Bonhams for estimate.)

1964 Shelby Cobra 289. CSX2328. (Contact Bonhams for estimate.)

1948 Alfa Romeo 6C 2500 Competizione. First post-war Alfa Romeo competition model. Matching-numbers, fully documented example. Class winner at Pebble Beach and eligible for exclusive driving events around the world. (Estimate: \$3m–\$3.5m)

1992 Lancia Delta Integrale HF Evo I. Recently serviced. In exceptional, original condition. (Contact Bonhams for estimate.) ■



1948 Talbot-Lago T26 Record Sport Coupe de Ville

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Gooding & Company — The Pebble Beach Auctions



1955 Ferrari 500 Mondial Series II

Preview: Wednesday, August 22, 10 a.m. to 6 p.m.; Thursday, August 23, 9 a.m. to 6 p.m.; Friday, August 24, 9 a.m. to 9 p.m.; Saturday, August 25, 9 a.m. to 5 p.m.

Auction: Friday, August 24, 5 p.m.; Saturday, August 25, 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 admitted free.

Last year: 107 sold/133 offered / \$91.5m

Insider tip: Gooding & Company is the official auction house of Pebble Beach, and has been since 2004. If you're looking for an assembly of some of the finest classic cars in the world, perhaps to add to a collection or start one, then Gooding & Co. is a must-see. The

high sale from last year was a 1966 Ferrari 275 GTB/C Series II coupe that sold for \$14.5m. Also, last year's schedule change to Friday and Saturday night continues through to this year.

Star Cars: 1955 Ferrari 500 Mondial Series II. Harry Schell and Eugenio Castellotti both drove this car in the inaugural Grand Prix of Venezuela (switched halfway through after Castellotti's other car failed) to 5th overall and 1st in class. In same ownership since 1960 — under the stewardship of Admiral Robert Phillips. (Estimate: \$5.5m–\$7.5m)

1955 Porsche 550 Spyder. Owned originally by privateer racer Eldon Beagle. Competed in the 1956 Pebble Beach road race. (Estimate: \$4m–\$5m)

1957 Aston Martin DB Mk III. Restored by marque specialist Steel Wings.

1963 Mercedes-Benz 300SL Roadster. Matching-numbers, disc-brake, alloy-block example built in February 1963 — during the final week of 300SL production. ■



1955 Porsche 550 Spyder

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Rossa Rosso with Tan Leather Interior, Excellent Example Equipped with Borrani Wire Wheels, A/C, Power Windows and Becker Europe Radio, Showing 43,279 Miles, Photo Documented Cosmetic Restoration, Complete with Jack and Bag, Parts Book and Handbook, Runs and Drives Beautifully. \$298,500



1962 FERRARI 250 GTE

White with Black Leather Interior and Light Grey Headliner, Beautiful Matching-Numbers European Example, 4-Speed w/Overdrive, Borrani Wire Wheels, Originally Delivered in Switzerland, 126,924 Recorded KM, Beautiful Black Leather Interior and Painted Dash, Very Well Presented, Classic Color Combination, Complete with Handbook, \$398,500



1957 PONTIAC BONNEVILLE CONVERTIBLE F1

First Generation of the Pontiac Bonneville Convertible, Fully Upgraded Version of the V8 Powered 'Bar Chief' was a Supreme Luxury Car, Number 177 of Only 159 Produced, Automatic Trans, and Every Available Option, Ultra-Fine Condensed Nl, Power Steering, Brakes & Windows, Radio and Manual, \$124,500



1972 JAGUAR E-TYPE V12 SERIES III CONVERTIBLE

Regency Red w/ Tan Leather Interior, Black Canvas Soft Top & Full Tonneau, Automatic Transmission, Air Conditioning, Chrome Wire Wheels, Original Handbook & Pouch, 74,151 Miles, Runs and Drives Very Well, \$68,500



1956 JAGUAR XK140 MC ROADSTER

Cotswold Blue w/ Navy Blue Leather Interior, Black Everflex Soft Top & Side Curtains, Painted Wire Wheels, Handbook, Superb Original Matching-Numbers CA Car, Under the Same Ownership for Past 40 Years, \$119,500



1970 JAGUAR E-TYPE SERIES II CONVERTIBLE

Regency Red w/ Black Leather Interior and Black Everflex Soft Top, 4-Speed Manual Transmission, Chrome Wire Wheels, Upgraded AM/FM Radio, Handbook, Jack, Original Spare Tire, 63,556 Actual Miles, A Fantastic Driving Example, \$66,500



1948 BUICK SUPER 8 CONV.

Green w/ Tan Leather Interior & Matching Canvas Soft Top & Tonneau Boot, Body-Off Restoration, 8-Cylinder Engine w/ 3-Speed Transmission, Power Seats, Windows & Top, Handbook & Manual, Drives As New, \$69,500



1973 PORSCHE 911 M491 WIDEBODY CABRIOLET

Grand Prix White w/ Black Leather Interior & Red Piping, Black Canvas Soft Top w/ Tonneau Boot, Equipped with 5-Speed and A/C, Very Clean w/ 52,172 Miles, Tools & 48 Pump, Runs & Drives Beautifully, \$79,500



1967 MORGAN +4 ROADSTER

Orange w/ Black Interior, 4-Speed Manual Transmission, Nardi Wood Steering Wheel, Hood Scoop, 73-Spoke Knock-Off Wire Wheels, Side Curtains, Soft Top, Spare Tire, Pride of Ownership, This Superb Example Runs Like A Dream, \$34,500



1967 ROLLS ROYCE PHANTOM V LIMO

Black w/ Original Beige Interior, Elegant Unusual Coachwork with Electric Doors by Muller, Park Ward, Chassis No. 3UFG, 40 Years Continuous Ownership, Only 42,896 Original Miles, A/C, PS, PB, PW Automatic Trans, Crystal Bar Set, Jump Seats, Books, Tools & Factory Spare, \$149,500



1964 CADILLAC DEVILLE CONVERTIBLE

White w/ Black Interior, Soft Top & Tonneau Boot, 420-ci V8, Automatic Transmission, Air Conditioning, Power Steering, Brakes, Convertible Top, Windows & Seats, Runs & Drives Great, \$34,500



2006 FERRARI 612 SCAGLIETTI F1

Blue w/ Tan Leather Interior & Matte Black Dash, Dual-Zone Air Conditioning, Power Heated Seats, Alloy Brake Calipers, Very Well Maintained Example, with Books & Manuals, Tools and 58,696 Miles, Drives As New, \$79,500



1970 MERCEDES-BENZ 280SL CONVERTIBLE

Light Ivory (D19670) w/ Cognac Interior & Chocolate Brown Canvas Soft Top and Matching Hard Top, A/C, Becker Mexico Radio, Tools, Books, Many Service Records, Beautiful Late Model Pagoda, Drives Very Well, \$79,500



1962 FACEL VEGA FACEL II

Tudor Grey Metallic w/ Black Leather Interior, #42 of 180 Ever Produced, 111,839 Miles, Same Ownership for Many Years, Magnificent Example, Torquillo Auto, Trans, 4-Wheel Disc Brakes, Borrani Wheels, Power Windows, A Rare Opportunity to Own the Ultimate Model Ever Created by the Prestigious French Marque, \$346,000



1967 MERCEDES-BENZ 250SE CABRIOLET

Dark Olive (R9291) with Bright Leather Interior, Tan Canvas Soft Top and Matching Tonneau Boot, Beautiful Example Equipped with Automatic Transmission, Krullweiser Air Conditioning, Power Windows, Burwood Passada and Full Set of Books in Original Pouch, A Stunning Color Combination, \$118,500



1958 ALFA ROMEO GIULIETTA SPIDER

Red with Black Leather Interior with Red Piping, Black Canvas Soft Top, Red Wool Carpeting and Painted Dash, A Very Nicely Detailed Restoration, Runs and Drives Great, \$88,500

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RM Sotheby's — Monterey



1956 Maserati A6G/2000 Berlinetta Zagato

Preview: Wednesday, August 22; Thursday, August 23, 10 a.m. to 8 p.m.; Friday, August 24; Saturday, August 25; 10 a.m. to 6 p.m.

Auction: Friday, August 24; Saturday, August 25; 6 p.m.

Where: Monterey Conference Center, 1 Portola Plaza, Monterey, CA, 93940

Web: www.rmsothebys.com

Phone: 310.559.4575

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: 103 sold/116 offered / \$132.8m

Insider tip: Likely the hardest-to-miss auction during Monterey Car Week, the venue is located in the heart of downtown, at the newly reopened Monterey Conference Center. Last year, RM Sotheby's sold a 1956 Aston Martin DBR1 for \$22.55m, taking the top sale spot of the week for the third year in a row.

Star Cars: 1934 Packard Twelve Individual Custom Convertible Victoria by Dietrich. Pebble Beach Best of Show winner in 2013, from the collection of Judge Joseph and Margie Cassini. The world's best-known Packard is one of four existing Dietrich Individual Custom Convertible Victorias. The tapered fenders, with rear spats and streamlined running boards, are known to have been installed on two cars, this Victoria and a phaeton. (Estimate: \$4.5m–\$6m)

1956 Maserati A6G/2000 Berlinetta Zagato. One of

21 built by Zagato. Retains its original gearbox and engine, and comes with Maserati Classiche, history file and receipts from the \$800k restoration. (Estimate: \$4.25m–\$5.25m)

1966 Ford GT40. Ex-Ronnie Bucknum, Dick Hutcher-son, AJ Foyt, Richie Ginther, Mark Donohue, and Peter Revson car. One of eight Mk II examples built and one of just three chassis initially allocated by Ford to Holman & Moody in Charlotte, NC. Placed 3rd overall at the 1966 Le Mans 24 Hours. (Estimate: \$9m–\$12m)

1971 Lamborghini Miura P400 SV. One of 148 SVs. Delivered new to Italy with optional Borletti a/c, and previously owned by Lamborghini engineer Claudio Zampolli. (Estimate: \$2.2m–\$2.4m)

Four Mercedes-Benz 300SLs from a private collection, featuring a 1963 300SL Roadster with alloy block, disc brakes and restored by marque specialists. (Estimate: \$1.7m–\$2m). Also includes: 1961 Roadster (Estimate: \$1.3m–\$1.6m), 1954 Gullwing (Estimate: \$1.4m–\$1.7m), and a 1955 Gullwing (Estimate: \$1.45m–\$1.65m). ■



1966 Ford GT40



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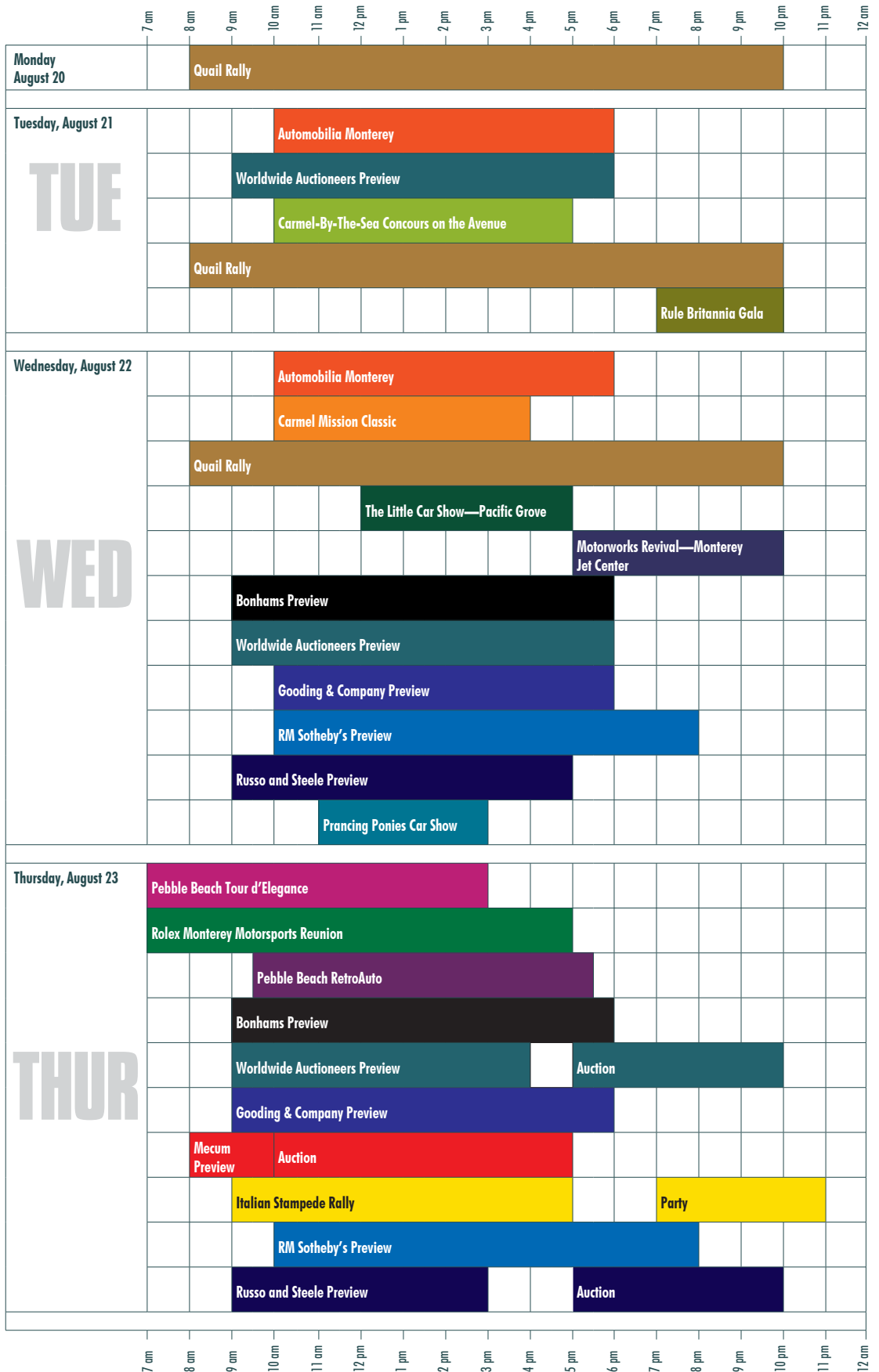
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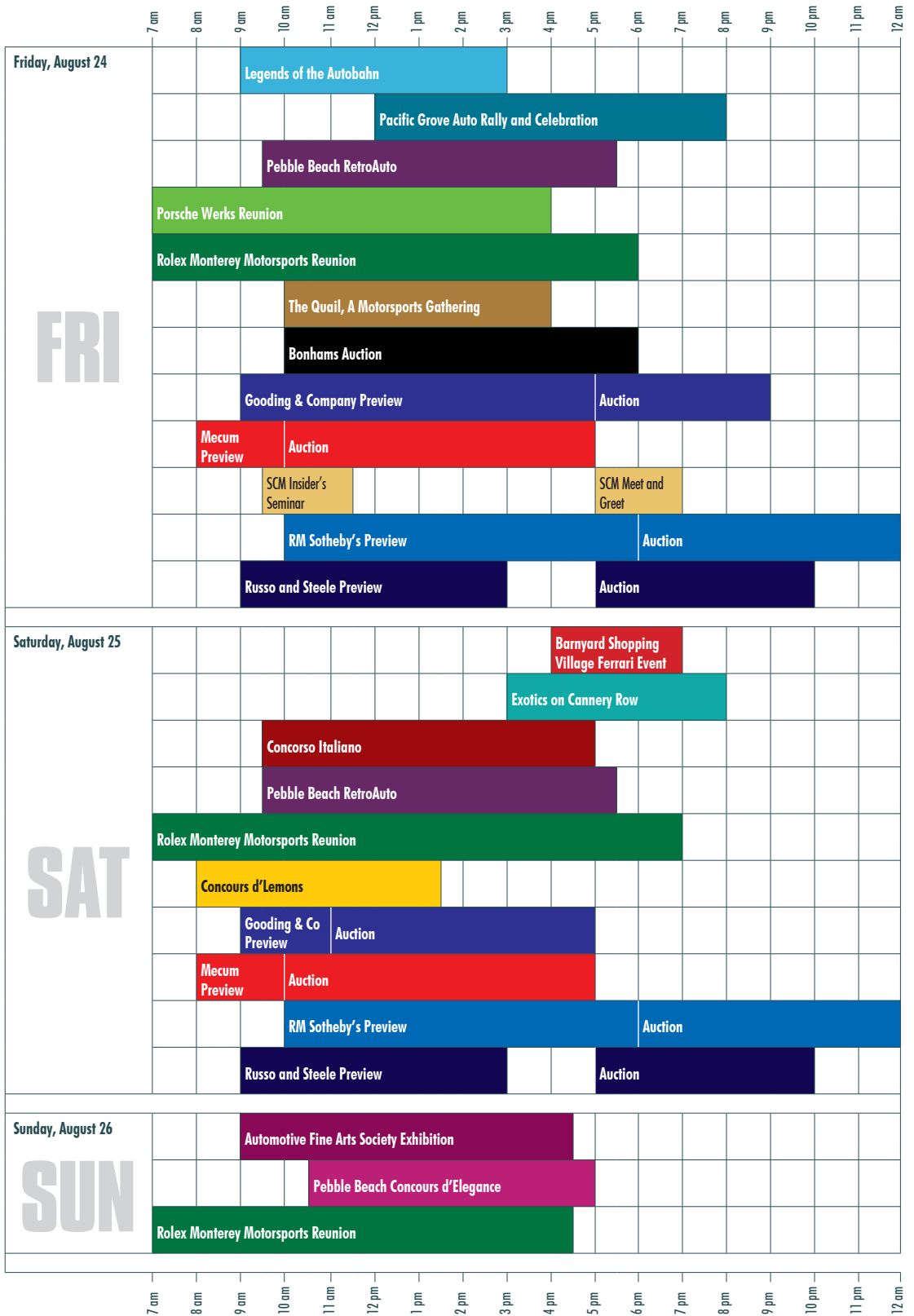
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Monterey Peninsula Chamber of
 Commerce, 831.648.5360

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Philip Richter on his farm with his 2001 Mercedes-Benz SL 600 V12 – representative of the genre he enjoys writing about on www.TurtleGarage.com

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In addition to being the author of several cover stories for SCM, enthusiast Philip Richter shares his thoughts on the car and vintage motorcycle market every week at www.TurtleGarage.com. His stories will take you on a motorcycle ride across Cuba, through learning which late-model vehicles are on the fast track to collectability. Packed with multimedia content, Turtle Garage is a must-read weekly publication.

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Some of Richter's stories for Sports Car Market, with more on TurtleGarage.com

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The Little Car Show

Tuesday

Carmel-By-The-Sea Concours on the Avenue

Where: Ocean Avenue in downtown Carmel

When: August 21 from 10 a.m. to 5 p.m.

Web: www.carmelconcours.com

Phone: 404.237.2633

Cost: No admission fee — 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 show cars will spread out over 18 blocks. This concours has three divisions. Multi Marques comprises 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 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 great day of fantastic cars, unique shops and good food. And you can't beat the ticket price.

Rule Britannia Gala

Where: Laguna Seca Golf Ranch, 10520 York Rd, Monterey, CA 93940

When: August 21 from 7 p.m. to 10 p.m.

Web: www.rulebritanniaconcours.com

Phone: 408.314.2675

Insider tip: A British-specific event has been a long time coming for Monterey Car Week, and this year's Rule Bri-

tannia Gala — a celebration of fine British automobiles — promises not to disappoint. Check out their website for more information on ticket prices and event specifics.

Wednesday

Carmel Mission Classic

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

When: August 22, 10 a.m. to 4 p.m.

Web: www.carmelmissionclassic.org

Phone: 831.915.5311

Cost: \$55. 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.

Prancing Ponies Car Show

Where: Ocean Avenue and Dolores Street, Carmel-by-the-Sea, CA

When: August 22, 11 a.m. to 3:30 p.m.

Web: www.prancingponies.org

Cost: Free to spectators

Insider tip: Monterey's only all-women car show returns to Ocean and Dolores in Carmel-by-the-Sea, where 80 cars — all owned by women — are expected to take over the city streets. This is a car show with a cause: fundraising for the Prancing Ponies Foundation, which works to effectively teach leadership skills and competencies that increase self-esteem, self-confidence and critical thinking in girls.



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*Gordon McCall's Motorworks Revival 2018
at the Monterey Jet Center*

The Little Car Show

Where: Downtown Pacific Grove, on Lighthouse Avenue between Fountain and 16th Street

When: August 22, 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 9th 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 2018 at the Monterey Jet Center

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

When: August 22, from 5 p.m. to 10 p.m.

Web: www.mccallevents.com

Cost: \$475 per ticket for VIP admission (\$425 in advance); \$650 for Red Carpet admission (\$575 in advance). Advance tickets are available at www.mccallevents.com, but don't dawdle, as this event is always a sellout. Photo ID is required at entry.

Insider Tip: Gordon McCall's Motorworks Revival is one of the hottest tickets in Monterey, and this year's event is celebrating its 27th anniversary. SCM is creating a custom collectible cover only for Revival attendees. 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 popular event 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 23, from 7 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 road from the Italian Stampede run from Los Angeles.

Friday

Fifth Annual Porsche Werks Reunion

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

When: August 24, 7 a.m. to 3 p.m.

Web: www.werksreunion.com

Cost: Corral parking is \$65 per car. Judged field participation is \$85 per car. Spectators enter free, but parking is \$20.

Insider tip: The fifth Porsche Werks Reunion returns to the Corral de Tierra Country Club near Laguna Seca Raceway. 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. As in years past, more than 500 Porsches are expected.



Porsche Werks Reunion

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The Quail, A Motorsports Gathering

Legends of the Autobahn

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

When: August 24, 9 a.m. to 3 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 ninth 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 at this casual concours. This low-key, fun event brings some fantastic German cars to a wonderful setting. For a spectator, it's one of the best deals of the weekend.

The Quail, A Motorsports Gathering

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

When: August 24, from 10 a.m. to 4 p.m.

Web: signatureevents.peninsula.com

Phone: 831.620.8879

Cost: \$650, which includes parking, lunch, beverages, souvenirs and admission to the Bonhams auction.

Insider tip: This year marks the 16th anniversary of The Quail, A Motorsports Gathering, with features to including 70 years of the Porsche 356, Pre- and Post-War Sports and Racing Cars, Supercars, The Great Ferraris, Custom Coachwork and Sports and Racing Motorcycles.

The Quail is your one-stop event for 250 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 5,000 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' 21st Annual Carmel Valley auction. The raucous arrival of race cars from

Laguna Seca always turns heads, and the food is some of the best you'll find all weekend.

Sports Car Market Meet and Greet

When: August 24, 5 p.m. to 7 p.m.

Where: The Center for Photographic Art, San Carlos at 9th Ave., Carmel-by-the-Sea, CA 93921

Phone: 503.261.0555 x217

Email: susan.loeb@sportscarmarket.com

Cost: Open to current SCM subscribers and Platinum members. RSVP required.

Insider tip: Here's your chance to come meet some of the people who make SCM and ACC each month, from our contributors and columnists to our staff and publisher. This event will take place alongside the Jesse Alexander exhibit of automotive photography, which is being hailed as the last public exhibition of his amazing work.

Saturday

Concours d'LeMons

When: August 25, 8 a.m. to 1:30 p.m.

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

Web: www.concoursdlemons.com

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

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 Week. 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.

Go to make yourself feel better about your own needy cars. SCM is planning to enter its Bradley GT.

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AERISTO

Concorso Italiano

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

When: August 25, 9:30 a.m. to 5 p.m.

Web: www.concorso.com

Phone: 425.742.0632

Cost: \$180, which includes parking, a goodie bag and a collector's magazine. Children younger than 12 attend for free with a paying adult. The AI Fresco Lunch is \$75. 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 \$495. Those exhibiting a car get a discount.

Insider tip: Concorso Italiano will feature 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 20th 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 say hello.

Exotics on Cannery Row

Where: Cannery Row, Monterey, CA

When: August 25, 3 p.m. to 8 p.m.

Web: www.exoticsoncanneryrow.com

Cost: Free and open to the public

Insider tip: A unique event focused entirely on the modern supercars, hypercars and exotic cars that flood



Concorso Italiano

into Monterey for Car Week. Over 300 cars are expected to participate, alongside 45 vendors and over 19,000 enthusiasts. This is where you'll find the newest and hottest speed machines — and a whole new demographic of car lover — all coming together in the heart of Monterey.

21st Annual Ferrari Event at The Barnyard

Where: The Barnyard Shopping Village, Carmel, CA, 93923

When: August 25, 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.

Sunday

Pebble Beach Concours d'Elegance

Where: 18th Fairway, Pebble Beach Golf Course

When: August 26, 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 \$825.

Insider tip: Motorcars of the Raj, Rollston Coachwork, OSCA, Tucker, Post-War Custom Citroën and Vintage-Era Sporting Cars are some of the featured exhibits and cars of the 68th Annual Pebble Beach Concours d'Elegance, which is taking place one week later than usual this year — on the fourth Sunday of August rather than the traditional third. 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. ■

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This is a once-in-a-lifetime opportunity to own an investment-grade National Championship winning Datsun that was raced by iconic film star and race driver Paul Newman. Interest in Paul Newman memorabilia continues to skyrocket on the heels of the world record price of \$17.8 million for Paul Newman's Rolex Daytona wristwatch in October of 2017.

On the occasion of the 50th anniversary of corporate involvement in motorsports that continues today, Nissan has been named the featured marque of the Rolex Monterey Motorsports Reunion to be held at Mazda Raceway Laguna Seca August 23-26. This event is a highlight of the Pebble Beach weekend. This important race car would be a welcome addition to the Pebble Beach / Monterey Classic event.

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June 3rd Watkins Glen NY: Won pole, won race, set new lap record
July 15th Brainerd Minn: Won pole, won race, set new lap record
August 4th Watkins Glen NY: Won pole, won race
August 18th Summit Point W. VA: Won race
September 3rd Lime Rock Connecticut: Won pole, won race
October 28th Road Atlanta GA: Won pole, won race



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2018 Pebble Beach Motoring Classic

Where: Kirkland, WA, to Pebble Beach, CA

When: August 12–22

Web: www.pebblebeachconcours.net

Email: almcewan@msn.com or notsu@pebblebeachconcours.net

Telephone: 206.999.4485

Cost: \$12,000 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. 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 20–22

Web: www.signatureevents.peninsula.com

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

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.

2018 Pebble Beach Tour d'Elegance Presented by Rolex

Where: Starts at Portola Road in Pebble Beach

When: August 23, 7 a.m. to 3 p.m.

Web: www.pebblebeachconcours.net

Phone: 831.622.1700

Email: sjacobs@pebblebeachconcours.net

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, doing what they were built to do.

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Rolex Monterey Motorsports Reunion

2018 Italian Stampede

Where: The Ninth Annual Italian Stampede starts in Los Angeles and heads out on a one-day drive on a fun route to Monterey Car Week.

The Stampede is limited to 100 car-and-driver teams for the 300-mile drive from Los Angeles to Monterey.

When: August 23, 2018

Web: www.italianstampede.com

Phone: 310.920.5454

Cost: \$695 per car for the rally, which includes event apparel and lunch. The Welcome to Monterey Party is \$150 per person. This event has room blocks for four-night stays at the Hilton Garden Inn in Monterey.

Pacific Grove Rotary Concours Auto Rally

Where: Downtown Pacific Grove and all around the Monterey Peninsula

When: August 24, noon to 7 p.m.

Web: www.pgautorally.org

Phone: 831.372.6585

Cost: \$95 to drive only; \$120 includes barbecue dinner

Insider tip: This year marks the 24th 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: WeatherTech Raceway Laguna Seca, Monterey

When: August 23–26 from 7 a.m. to 6 p.m.

Web: www.weathertechraceway.com

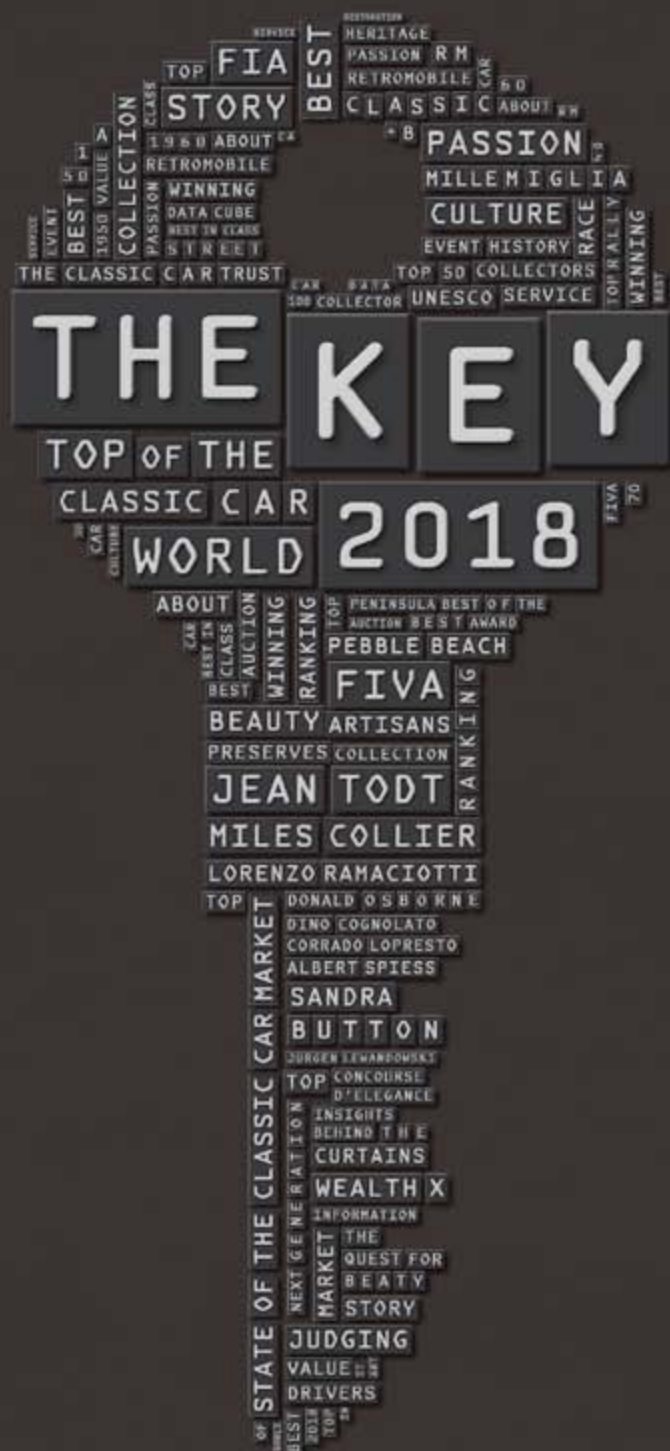
Phone: 831.242.8200

Cost: 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 pass is \$170. Other packages are available on the track's website; prices at the gate are higher.

Insider tip: This year's event celebrates Nissan and Datsun race cars. Expect to see some very hot Japanese cars heating up their tires on 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, 1966–74 Can-Am cars and 1927–51 race cars — will roar around the track. This is the place to see, hear and feel history in motion. ■



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How to Spend Your Ferrari Money in Monterey

Prancing Horses to buy, sell and hold at this year's Monterey auctions

by Steve Ahlgrim



Pawel Litwinski, courtesy of Gooding & Company

1957 Ferrari 250 TR prototype, chassis number 0666. Buy a TR if you have the means

Stan Nowak was a Ferrari historian before there were Ferrari historians. In an age before the Internet, he networked with Ferrari owners, dealers and other automobile historians around the world. He wrote books and articles while buying and selling the cars that top auctions sell today. In 1985, Nowak got a request from an up-and-coming clothing designer to help assemble a collection of significant automobiles.

The client, Ralph Lauren, had deep pockets and a unique understanding of quality. Nowak had a unique understanding of the collector-car world. Together they made magic.

Lauren made his purchases with little regard for resale value. He believed that if you have the best, other people will want it. Nowak wrote in *Cavallino* #38, "Ralph paid what he had to at that moment in time — sometimes against my advice." The strategy was brilliant, as Lauren's collection is among the best in the world.

The market isn't always black and white. Sometimes success is about strategy and sometimes it's about gut feeling. In any case, if you're visiting the Monterey auctions this August, here are a few of my tips on Ferraris in the current market.

BUY

1957–61 250 Testa Rossa

Nowak rated Ferraris from 1 to 5, with 5 being best. The Testa Rossa is one of his few number 5s. Testa Rossas come in a few different configurations, all of them billionaire-expensive. Chances are you're not in the Testa Rossa league, but if you are, buy one.

1964–68 275 GTB and GTB/4

The quintessential classic Ferrari. A 275 GTB has the looks and performance that are expected from a classic Ferrari. There are several versions of the model, with the six-carb, alloy two-cam being my favorite.

The GTBs are among the first to go up when the market is on an upswing, and they're pretty resilient if the market gets soft. Just put up your hand and buy it. You'll be glad you did.

2006–11 599 GTB

There's a plethora of modern Ferraris out there, with each new model having more performance and whiz-bang features than the last. The 599 GTB just feels right. It sounds good, handles exceptionally well and has the most distinctive looks of the modern 12-cylinder berli-



1971 Ferrari 365 GTC/4 coupe — love it or sell it

nettas. If that's not enough, it's fast as stink.

The relatively large production of modern Ferraris pretty much kills the investment value of all but the most special models. 599s have about zero chance of value appreciation, but for personal appreciation, there are few better.

1962–64 250 GT/L “Lusso”

The Jaguar E-type and the 250 Lusso almost always are near the top of best-looking automobile lists. That alone should always keep them valuable. Add in they are 250 GTs — the first family of valuable automobiles — and you don't get more blue-chip. The Ferrari market ebbs and flows. Right now Lussos are a bit of a deal.

1968–73 365 GTB/4 “Daytona”

“Robust” may be the best descriptor of a Daytona, but fast, sexy and cool also apply. Daytonas aren't as easy to drive as their modern counterparts, but getting one to go fast is far more rewarding than reaching 60 in a blink.

Ferrari built a lot of Daytonas, and they are not a key to riches, but they're a good value and should return some appreciation.

SELL

1981–82 Mondial 8

If you have small kids or want a Ferrari to drive like a Chevy, a Mondial isn't a bad choice; that is, unless it's a Mondial 8. The Mondial 8 is the first model in the Mondial series, and it needed to be cooked a bit longer. Marginal performance, electronics that make Lucas look good, and rust issues sap all the fun from a Mondial 8. Put your money somewhere else.

1971–72 365 GTC/4

Nobody's ever asked me to find a 365 GTC/4 because they've always wanted one. People buy them because “Daytonas are going up and I think C/4s will be next,” or they think they're a lot of car for the money. Chances are if you don't love it, no one else will love it either. If you don't love it, don't keep it.

1976–84 Boxer

After a past Boxer review, a reader suggested Boxer owners send me dead fish. Don't send me dead fish, but for the same reasons I gave the 365 GTC/4 a sell rating, I don't think Boxers are keepers.

Then again, that snarl a Boxer makes when it explodes to life is pretty awesome. Ask a lot of money and maybe nobody will buy it, and you may learn to love it.



©2013 Pawel Litwinski, courtesy of RM Auctions

1972 Ferrari 365 GTB/4 Daytona coupe — a good value and a model that should appreciate



2004 Ferrari 360 Challenge Stradale coupe — it's a keeper

HOLD

1972–74 246 GTS Dino

Jay Leno's third rule of car collecting advises that a candidate should be pleasant to look at. If that's the criteria, a 246 Dino should top your list.

Pininfarina hit the ball over the bleachers with the Dino. Ferrari's first mid-engine production car has the exotic looks to match its nimble performance.

Hyperactivity a few years ago catapulted Dino prices way past a sustainable range. After a couple years in the doldrums, people are asking for Dinosaurs again. There's no good reason to sell one now.

1974–79 308 GT4

The Bertone-designed 308 GT4 will never be remembered as one of Ferrari's most attractive cars, but the styling is distinctively Italian and certainly exotic. On the other hand, ask anyone who's owned one and they will go on about what a fun car they are to drive.

GT4 parts are relatively plentiful and the maintenance isn't killer. The one in your garage is not going to put your kid through college, so get it out and add some miles. No other Ferrari gives you more pleasure for less money.

1999–2004 360 Challenge Stradale

Car companies put out special editions to squeeze a few more sales out of a waning model. Ferrari's no exception, except that instead of adding an accent stripe and fancy upholstery, they put out something special.

The 360 Challenge Stradale put the knowledge learned from racing 360s into a street car. More horsepower, lighter weight and carbon brakes are just a few of the features transferred from the track.

As Ferraris age, they tend to spend more time in the garage than on the street. If there's a Stradale in your garage, you don't get tired of looking at it. It's a keeper.

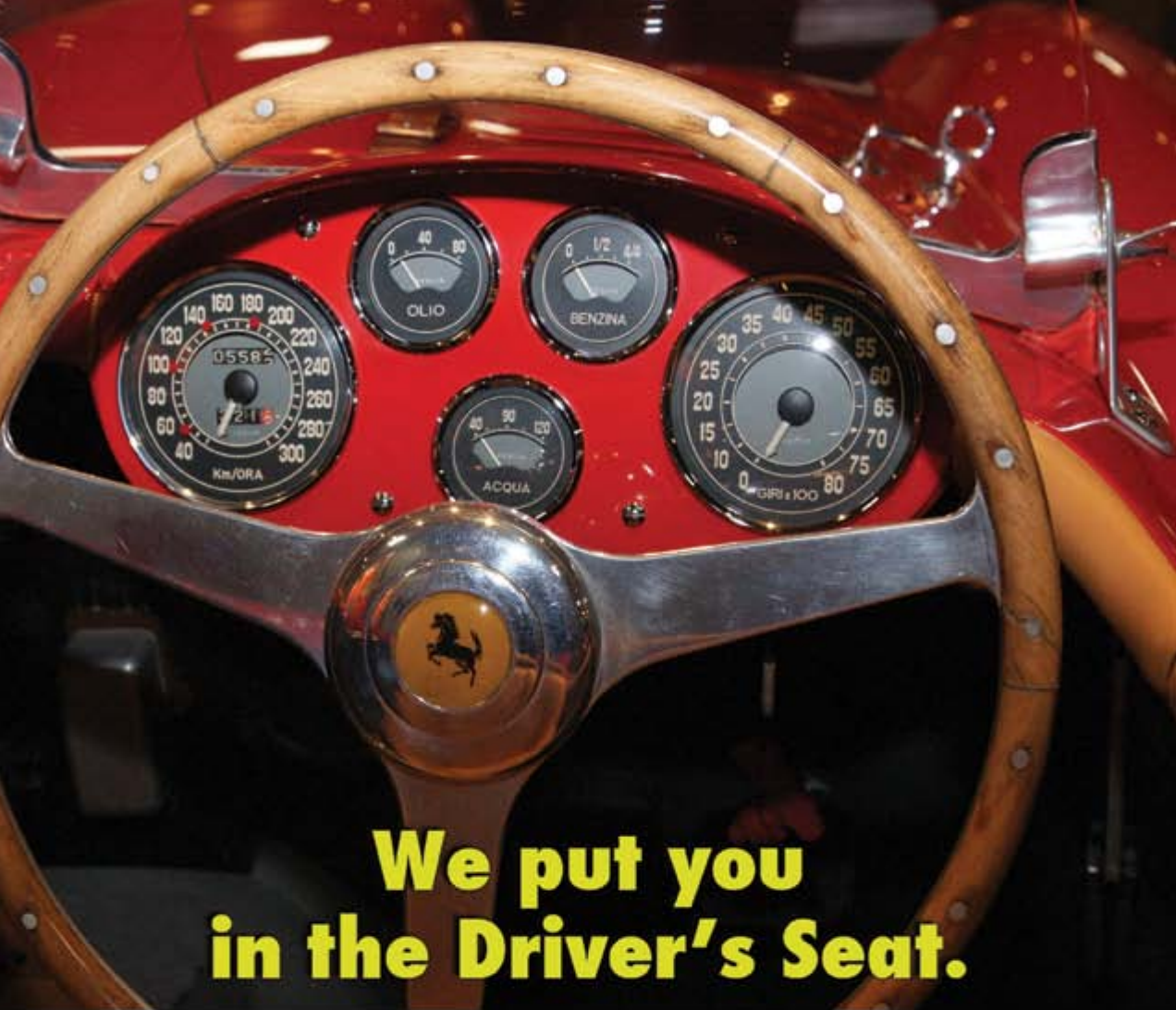
1966–68 330 GTC

Research a 330 GTC and you'll probably come across the Phil Hill quote about it being "the best road-going Ferrari ever built." Phil's been gone for nearly 10 years and the quote goes back another 40 years, but the 330 GTC still stands as a great driving car. Add relative affordability and good looks, and you've got a winner. If you have a GTC, hold on tight. ■



Courtesy of Bonhams

1979 Ferrari 308 GT4 coupe — a good one to keep and drive



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Tucker at 70

Tucker's short-lived, ill-fated post-war sensation remains fascinating. This year, it will be featured at Pebble

by Ken Gross



Tucker automobiles are fixed in America's automotive imagination

There's probably more rumor and mystery surrounding Tucker than any other U.S. automotive nameplate.

Although short-lived, the radical Tucker Model 48 sedan made headlines all over America from 1947 to 1948. The marque remains a fascinating part of post-war U.S. automotive history.

Portrait of a post-war market

As war-weary 1945 America returned to peacetime, surviving GIs headed home with saved-up combat pay and were eager to buy new cars.

The last new models had rolled off the assembly lines in February 1942. In their place, the "Arsenal of Democracy," aka the repurposed Detroit automakers, had been fully occupied building aircraft, guns, tanks and war materiel.

Facing more than three years of pent-up demand for new cars, the Big Three were only able at first to supply warmed-over 1942 models while they retooled. Britain, France and the Axis powers had been bombed into rubble. Germany, Italy and Japan would not be able to return to the car business for years. For entrepreneurs in the U.S., opportunity was knocking.

The Car of Tomorrow

With splashy ads depicting a rendering of his sleek "Car of Tomorrow," Preston Tucker attracted national attention when he touted a radical rear-engine sedan available at a bargain price. It was going to make everything else on the road look obsolete overnight.

But rumors swirled that Tucker was a crook and the whole thing was a scam. A smear campaign spread tales

that the Tucker cars couldn't operate in reverse and that many of their creator's claims were spurious.

Preston Tucker was subpoenaed by a grand jury, and the merciless Securities and Exchange Commission accused him of mail fraud, stock manipulation and other possible criminal activity. All company records were seized just as car production got under way.

After a prolonged SEC investigation and a sensational trial, Tucker and his associates were acquitted of all charges, but Tucker had used up all his funding to defend himself, and the company went into receivership. Tucker tried again in South America to launch a car called the Carioca, but suffering from lung cancer and despairing from the unfair loss of his company, he died in 1956.

Trailblazing efforts

The Tucker pioneered streamlined post-war automotive styling, rear engines in U.S. full-size sedans, unit-body construction, omni-directional center lighting, seat belts, safety crash padding and much more. The engineering team evaluated Kinmont "Safe Stop" disc brakes but concluded they were too expensive. Alex Tremulis (who designed the Chrysler Thunderbolt) was the car's principal designer.

Many people forgot about Tucker until Francis Ford Coppola's evocative film, "Tucker: The Man and his Dream." His dad, Carmine Coppola, wanted to be a Tucker dealer, and although he lost his investment, the elder Coppola always believed in Preston Tucker. Francis Coppola and George Lucas still own their Tucker cars. The film has been remastered and will be re-released this summer.

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1969 Ferrari 365 GTC



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MONTEREY / Tuckers at Pebble Beach



Barrett-Jackson auctioned this 1948 Tucker 48 Torpedo 4-door sedan for \$2,915,000 in 2012

Notable auto museums that own Tuckers include the Smithsonian, the Henry Ford, the AACA (they have three), the National Automotive Museum, the Petersen, the Nethercutt, LeMay—America’s Car Museum and the Gilmore. The LeMay family also owns one. Noted collectors such as Richard Driehaus, Bob Bahre and Brent Ducoing are all Tucker owners.

Following years of sporadic interest on the part of collectors, Tuckers are multi-million dollar cars now. Just 51 Tuckers were built, and 47 survive.

Collectors are serious about Tuckers. RM Sotheby’s, Barrett-Jackson and Gooding and Company have sold Tuckers at record prices. Thanks to the estate of the late David Cammack, the AACA Museum has a major display of Tucker cars and memorabilia.

On the lawn

There’s never been a Tucker on the lawn at Pebble Beach, let alone a dedicated class, so this is the perfect year.

The Pebble Beach Concours will present a class of 10 Tuckers on Sunday, August 26, including the “Tin Goose” prototype — the first Tucker — from the Swigart Museum, and the AACA Museum’s rolling chassis.

A Pebble Beach Forum at The Inn at Spanish Bay on Thursday, August 23 (time to be announced), called “The Truth About Tucker,” will include John Tucker (Preston Tucker’s grandson), Steve Tremulis (Alex Tremulis’ nephew) and Tucker restorers/experts Mark Lieberman and Rob Ida. Hampton Wayt, author of a pending new Tucker book, will be there as well.

Could Tucker have made it?

Tucker’s story has always been controversial, but the ill-fated post-war sensation remains fascinating to a

wide cross-section of enthusiasts. Innovation can sometimes be the kiss of death. But when you look at the VW Beetle, which was launched in the U.S. at the same time, the notion of a streamlined, rear-engine, air-cooled car (Tucker was originally slated to have an air-cooled flat 6) wasn’t *that* far-fetched. The Czechoslovakian Tatra, before and after the war, took the same path.

If Preston Tucker had had a level playing field and more capitalization — and no damaging, highly publicized show trial — he might have made it work.

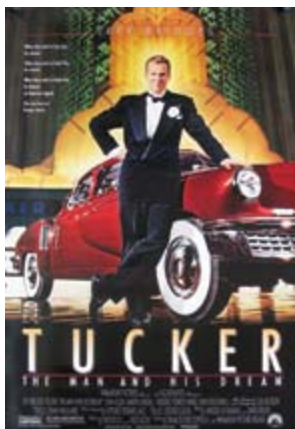
Preston Tucker was undoubtedly sincere, but he was flamboyant, impetuous and perhaps a bit rash in thinking he could take on the Big Three. The positive response initially proved people were ready for something truly new. But Tucker’s effort was under-financed, there wasn’t sufficient time to develop the prototype, and the smear campaign coupled with the brutal SEC investigation crippled Tucker’s progress at a critical point.

Francis Ford Coppola’s movie dramatized the Tucker story, and *that’s* what people remember. Jeff Bridges’ bouncy

characterization of Preston Tucker gave us a lasting image of an appealing all-American guy who believed in his cause and inspired a lot of followers.

The scene where the workers assemble a bunch of Tuckers and drive them to the courthouse to show the judge that Tucker was the real deal brings tears to people’s eyes — and hopefully the lineup of Tuckers across Pebble’s ramp will replicate that moment.

It’s high time for Tucker at Pebble Beach, and the initial response has been terrific. It’s been years since there’s been such a large gathering. You won’t want to miss it. ■



Tucker entered the public consciousness more widely through Francis Ford Coppola’s 1988 film, set to be re-released this summer

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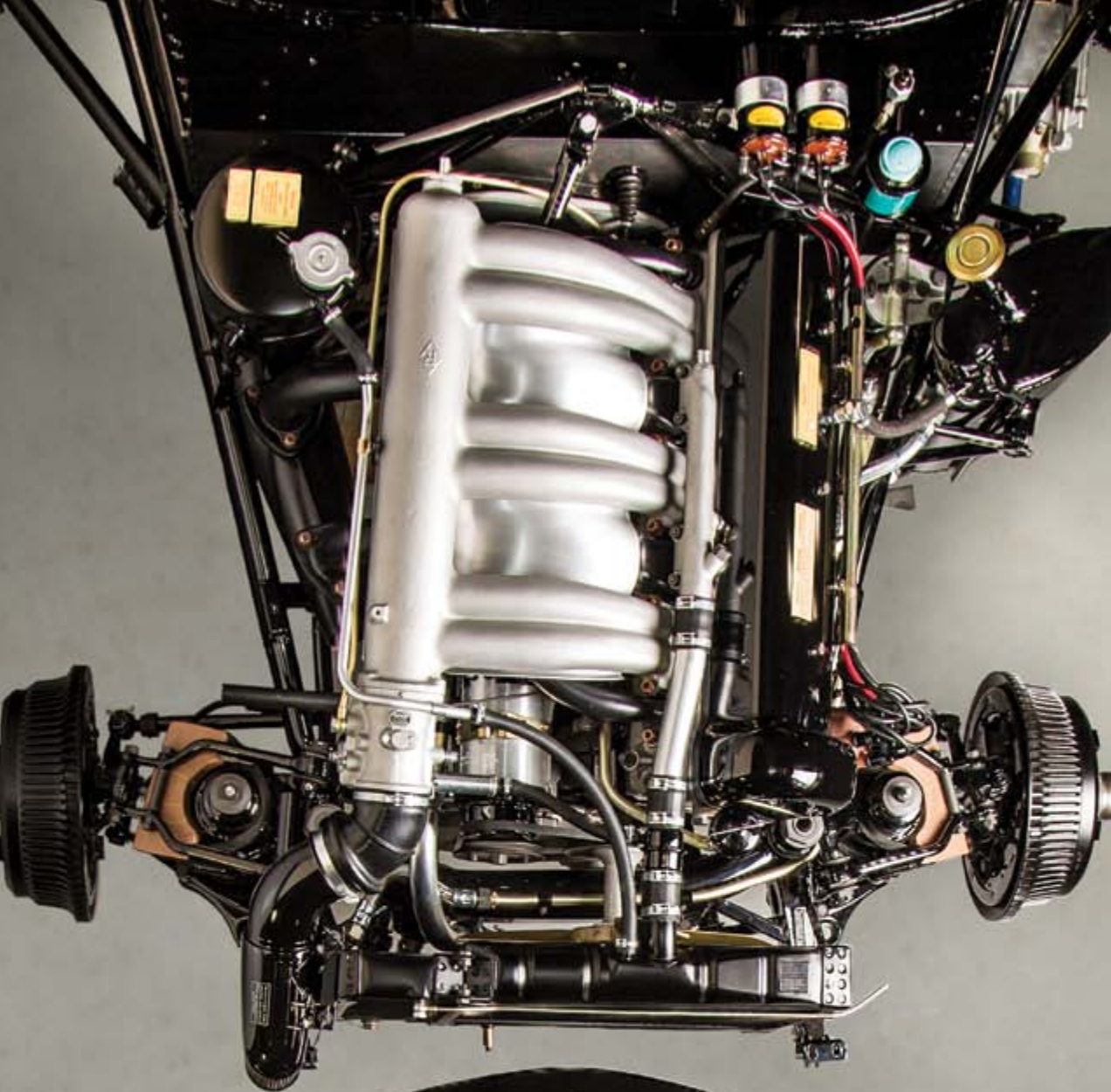
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Sporting Practicality

The modern Alfa Romeo company was created and defined by a great berlina

by Donald Osborne



SCM is sponsoring the Alfa berlina class at Concorso Italiano this year

I'd like to start this paean to Alfa Romeo sedans, which are being celebrated at this year's Concorso Italiano, with a brief lesson in the Italian language.

It's always best to know the lingo when seeking to best appreciate a cultural artifact. It's sometimes the case when certain words have no direct translation. A leap of understanding is required to truly understand how it's used. Real-life examples sometimes help.

One such word is "*sprezzatura*." A literal translation is: "An Italian word originating from Baldassare Castiglione's *The Book of the Courtier*, where it is defined by the author as, 'A certain nonchalance, so as to conceal all art and make whatever one does or says appear to be without effort and almost without any thought about it.'"

Okay, that's a start. A real-world example? Marcello Mastroianni or Sophia Loren. When either walked (or walk, in the case of Ms. Loren) onto the screen or into a room, they pulled all the light, air and warmth toward them — effortlessly and absolutely uncontrollably.

The second word is "*berlina*." Literally, it means "sedan," usually with four doors in a "three-box" body configuration. However, in Alfa Romeo, "*berlina*" can be defined as "*sprezzatura* on the road for a very lucky driver and three grateful friends." The modern Alfa Romeo company was created and defined by a great berlina.

Family-hauling winner

With the 1900 sedan, introduced in 1950, Alfa was able to marry great sporting heritage to family-transport practicality. Their first post-war design was a breakthrough, with its modern DOHC inline 4-cylinder engine and robust unit body supported by a superb suspension. It was no surprise that it was quickly dubbed "the family car that wins races," as it found success in all types of competition.

It became the first in a line of incredibly entertaining sedans that truly created the modern "sport sedan." That trend, begun in 1950, is still going strong today, through some of the most memorable 4-doors ever built.

While the Giulietta brought Alfa to the middle class, it wasn't until the introduction of the 105-Series Giulia that most Americans had the chance to experience the glory of the Alfa sedan. To add to the appeal, the Giulia TI Super, a homologation special, brought back memories of the first "family car that wins races."

501 examples of the TI Super were built to meet FIA regulations. These cars, simplified, lightened and powered by the Veloce engine fitted to the Sprint Speciale, were also aided by the remarkable coefficient of drag of all the Giulia berlines. When launched in 1962, it achieved a Cd of 0.34 — bearing in mind that the Cd of the 1965 Porsche 911 was 0.38.



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Alfetta



1970 Alfa Romeo 1750 berlina

Advanced box

While the Giulia may have looked like “the box car came in,” it was a truly advanced machine. Notice the rounded corners, the sculptured channels in the fenders, upper doors and roof edges that combined with the square “Kamm” tail to give this little sedan a very slippery path through the air.

But you don’t have to have the ultra-rare and very expensive TI Super in order to enjoy the delights to the Giulia berlina. Any of them will give you a thrilling driving experience — one you can share with three other very fortunate friends.

In 1968, the sedan “grew up” along with the Sprint and Spider to become the 1750. Sold as the top-of-the-range berlina above the Giulia, in the U.S. market it replaced the Giulia in 1969. With a wheelbase longer by two inches and an overall length increased by 10 inches, the 1750 offers a bit more rear leg room and a substantially larger trunk.

The restyling, done by Bertone, made the car appear a bit less distinctive than the Giulia but was probably more suited to its role in the Italian market as a swift conveyance for upper-middle-class businessmen. In the U.S. market, the 2000 berlina, the 2-liter version of the ever-green Alfa twin-cam, almost immediately superseded it.

In terms of styling, there’s little to choose between the two, with the interior and dashboard of the 2000 more immediately appealing than the 1750 to most — but it’s totally a matter of personal taste. I rather like the look of the “twin pod” instruments of the 1750.

Both retain much of the verve of the Giulia, but you can definitely feel the added wheelbase and, more importantly, the additional rear overhang. They are more “sporty” than “sports” sedans, but are even more practical for weekend trips and shopping excursions with brio.

Folded paper

Alfa took a totally new turn with the introduction of the Alfetta in 1972. The 2-liter engine remained but was now mated to a 5-speed transaxle. The design was thoroughly up to date, in the latest “folded paper” idiom. The suspension was sophisticated, double wishbones and torsion bars up front and a De Dion rear axle.

I owned a ’75 Alfetta sedan and it was a delight to drive. Shifting was slightly a different matter. I missed the directness of the front-mounted gearbox, and both the Alfetta and a Sport Sedan I later owned had an annoying tendency to lose the cotter pins that helped to hold the linkage onto the bottom of the gear lever.

But otherwise, it was amazing — a return to the easy

tossability of the Giulia. The Sport Sedan that came next improved the interior finishes to a level closer to that expected by U.S. consumers in a car of this price level: \$9,700 in 1979. It also had air conditioning that functioned well and was the first Alfa offered in the U.S. with an automatic transmission.

What came next was a model that has polarized opinion from the moment it was launched. The Alfa 75, called the Milano in the USA, was a brilliant development of the Europe-only Giulietta, which had been introduced in 1977 as the successor of the Giulia. Recall that the 1750/2000 berlina was a model above the Giulia, not to replace it.

I bought a Milano new in 1986 when it was first released. I thought the design edgy and appropriately quirky. Those who didn’t asked me why I was driving a new car that had been rear-ended. That folded-upward kink at the rear door edge also highlighted a feature of the Milano: its deep and capacious trunk.

The power from the 2.5-liter V6 was more than adequate, and the later 3.0-liter “Verde” was remarkable to drive. Today, good survivors are jealously held by their owners and sought after by those who have had the chance to try one.

Still great value

Prices of all these sedans, from the 1960s through the 1980s, have risen nicely, but all represent great value for money, and with the exception of the Giulia TI Super, it’s almost impossible to spend more than \$60k for the best you can find. Many can be found below \$30k, and they make all the great things they do look effortless. Try to have a great time for less. *Sprezzatura*, indeed. See examples of the SCM-sponsored berlina class — including Publisher Martin’s personal Super — at Concorso Italiano at Black Horse Golf Course on Saturday, August 25. ■



Alfa 75 — known as the Milano in the U.S.



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


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Monterey Car Week Unrestrained

How to do it all and do it large, for under \$5,000 a day

by Carl Bomstead



The Pebble Beach Motoring Classic sets the pace for the week to come

Having attended Pebble for the past 25 years or so, I've watched costs continue to escalate and have always dreaded the arrival of the credit-card bill that documented what a great time my wife and I had. But not this time. For the purposes of this exercise, the only caveat is try to keep it under \$5,000 a day.

Now, of course, this doesn't include any car purchases — just everything else.

Arriving in style

My first call is to Tour Master extraordinaire Al McEwan, who is the majordomo for the famed Pebble Beach Motoring Classic. The tour is a nine-day, 1,500-mile extravaganza that leaves from Seattle, continues through the Oregon Cascades and then down the California coast, crossing the San Francisco Bay Bridge and arriving at the Pebble Beach Lodge on Wednesday afternoon. About 30 cars attend, and the requirement is that the cars have appeared on the lawn at Pebble Beach or are eligible to do so. The tour cost is \$12,000 for a couple but is all-inclusive, including premium lodging, food and libations.

Fortunately, Al has an opening, and we quickly take care of the financial arrangements.

Rolling tab: \$12,000, and that's before arriving in Monterey.

Where to sleep

Accommodations are always an issue during the week. I have my normal overpriced franchise motel reserved, but I've always wanted to stay at The Lodge. Checking with the powers that be at the concours office tells me that there has been a cancellation at Casa Palmero, the boutique 24-room facility that resembles a Mediterranean villa. It is part of The Lodge and is renowned for its personal service, but it comes with a price. The Estate Studio that is available is \$1,150 a night plus the taxes, gratuities and other fees. For Wednesday through Sunday, that's around \$6,200.

Rolling tab: \$18,200.

Red cars and carpets

I won't have much time to relax, as my wife and I will be picked up at 5 p.m. on Wednesday for the McCall's Motorworks Revival at the Monterey Jet Center. We have purchased Red Carpet tickets for \$575 each and look forward to enjoying the "see and be seen" lifestyle event that features current super and vintage cars and aircraft, along with food and beverages from the local upscale providers.

Thursday we will be participating in the Tour d'Elegance, so I will have my car ready to go at the Polo Field in time for scrutineering and renewing friendships. The majority of the entrants in the concours now



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Darren Frank

McCall's Motorworks Revival at the Monterey Jet Center

participate in the Tour, which travels through 17-Mile Drive, often continues out to Laureles Grade and then down Highway One to scenic Bixby Bridge. It returns to Carmel, where the cars are parked along Ocean Avenue for all to enjoy. The cars always draw a crowd in Carmel, and this year will not be an exception.

We will get back to "Casa P" in time to unwind a bit before I gather my group of 10 or so friends and head out the Carmel Valley Road to the Baja Cantina and Hot Chili Nights — a gathering of 100 or more collector cars. The Baja Cantina is known for its Mexican food, but I'm also attracted to the automotive memorabilia that owner Pat Phinney has displayed throughout the restaurant. Dinner for the party? \$600.

Rolling tab: \$19,950.

Exclusive fun

Friday, my wife and I will be off to The Quail, A Motorsports Gathering, as we have found a pair of tickets on eBay for \$1,500, which is an absolute bargain, as they are listed on StubHub starting at \$1,950.

The Quail is a day of exciting motorcars, excellent food pavilions and refreshments from a variety of premium suppliers. It is also a lifestyle event, as you can find displays for anything from exotic cars to multimillion-dollar yachts and most anything in between.

We will need some time to unwind when we return to "Casa P," then we will join friends and walk down to the Lodge for dinner at the Stillwater Bar and Grill, which overlooks the famed 18th fairway and Stillwater Cove. A smaller, more intimate evening. \$500.

But it will be an early evening, as Saturday will find us in our transportation to Concorso Italiano at the Black Horse Golf Course. Concorso Italiano was first presented in 1985 and features all that is Italian. There will be close to 1,000 cars that are Italian in origin presented in a number of classes. Keith Martin is again scheduled to have microphone in hand as master of ceremonies as he interviews owners and presents the awards. Two CI Club tickets: \$495 each.

The evening will find us at the Gala Dinner for Pebble Beach entrants, judges and sponsors. We are included as part of the Motoring Classic. The fare is always exceptional and the drink is all top-shelf. The band plays on, but we will duck into the Gooding auction taking place next door. Bidder credentials there are

\$200, in addition to the \$300 we spent at RM Sotheby's, \$150 at Bonhams, \$100 at Mecum, \$200 at Russo and Steele, and \$150 at Worldwide Auctioneers — gotta be ready in case a special car pops up that we need to own.

Rolling tab: \$24,140

Concours Sunday

Sunday morning will arrive early, as we will be at Dawn Patrol. There, the cars are greeted by Pebble Beach Concours Chairperson Sandra Button as they enter the field. It is also the best time for photos before it becomes too crowded. We have managed to acquire a pair of tickets for the Chairman's Hospitality at the Lodge for \$2,750 apiece, which provides VIP access credentials and access to the Stillwater Bar and Grill for viewing of the award ceremony. Food and beverages will, of course, be provided.

Following the Best of Show presentation, we will take the short walk to the Beach Club for the after-party, which is part of the Motoring Classic package. It is primarily for entrants and judges, as the winners will be congratulated and the others thanked for their participation. It will have been a long day, so it will hopefully be an early evening.

When we return to Casa Palmero, there will most likely be a celebration under way in the hosted bar, so plans for an early evening will probably go out the window.

Grand total: \$29,540.

Cost per day: \$5,908.

Of course, this all illustrates that you can't see or do everything regardless of your budget — and speaking of budgets, I blew my \$5,000-per-day plan, too. But what's Monterey if not a time to splurge on the experience?

With this, I have an exciting Monterey Car Week planned. But my ever-skeptical wife asks if I'm sure the magazine is going to cover this expensive a trip. Could my fantasy trip be just that — a fantasy? ■



Grand finale: Pebble Beach Concours d'Elegance



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Favorite places to eat when in Monterey, as suggested by SCMerS



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Automotive Fine Arts Society Exhibition

Automobilia Monterey

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

When: Tuesday, August 21 and Wednesday, August 22, from 10 a.m. to 6 p.m.

Web: www.automobiliamonterey.com

Phone: 831.659.1551

Cost: \$20

Insider tip: This year marks the 16th anniversary of the largest automobilia show in the United States. Everything at Automobilia Monterey is original — 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 23, through Saturday, August 25, 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 be sure to get there 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 26, 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: 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. If you're already on the green at Pebble, why not take advantage of this special chance to see so many great works in one place? ■



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