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Sandra Button visits with a koala amidst the Noosa Concours, which was named a Rising Star at the Historic Motoring Awards.

As Aloe, a five-year-old Koala, nuzzled into my shoulder and fell asleep, I was flooded with emotion.

I was in Australia as an ambassador on behalf of the Pebble Beach Concours d'Elegance, helping to welcome into existence the new Noosa Concours on the Sunshine Coast of Queensland. And in a gesture of thanks, because I didn't have time to visit their sanctuary, a koala was brought to visit me.

I still can't articulate all that I was feeling in that moment. Certainly, there was a large dose of joy—and a smidgen of fear—at the simple fact that I was holding a koala in my arms. There was also some embarrassment in finding myself at the center of this generous but heartfelt gesture of goodwill. And perhaps there was a hint of weariness from a long-distance trip undertaken in too short a time and now nearly at an end—with the pressure of our own Concours looming.

Most of all, I think I felt gratitude—for that moment, for that place, for that little beast . . . and for the journey with cars that has led me to my present life.

We often ask enthusiasts what first sparked their love for cars, and their answers can inspire our efforts to bring new people into the car world. But I am even more interested in hearing where each person's car journey leads. . . . What twists and turns have they had to navigate? What insights have they gained? Have they made the car world their own in some way?

This Pebble Beach Concours *Insider* provides a glimpse into a few very individual car journeys.

Egon Zweimüller grew up in the wrecking-yard-turned-world-class-restoration-shop of his father, and he continues that family legacy to this day. At the same time, Egon has a growing collection of automobiles tailored to his personal passions. It was his love of Elvis that sent him in search of the McLaren M1A that he showed this year at Pebble Beach!

At 21, inspired by a grandad and a great uncle, Charlie Elliott bought a Talbot B1 105 and began restoring it. For funds, he found a career in auto sales with BMW, and he also bought, restored and sold collector cars. This past summer, at just 27 years old, he drove his Talbot across our awards ramp, garnering Third in Class.

Lyn St. James learned from her mother that cars could bring freedom, but she was well into adulthood when she realized she had a gift for driving at speed. She raced—and often won—at Daytona and Sebring, Le Mans and the Nürburgring, and at age 45, she was named the Indianapolis 500 Rookie of the Year.

Peter Mullin also came to cars late in life, well after achieving success in the financial world and raising a family. It was the sight of a neighbor's Delahaye that ignited his passion for cars—a passion he then pursued with all of his resources, his intellect, and his vision. Along the way, he founded his own museum, he led the way in rebuilding the Petersen Automotive Museum, and he contributed to several other car-related educational institutions and charities. He also participated in a multitude of concours, rallies and car events, and he made a host of friends. Peter's automotive journey was an inspiration to many, and here we pay tribute to him.

Where does my journey with cars take me next?

Early this coming spring, amidst planning for the next Pebble Beach Concours, I have the honor of serving as Chief Judge at the inaugural Oberoi Concours d'Elegance at The Oberoi Udaivilas in Udaipur, India. Although I've been to India previously, this will be a new experience, and I can't wait to see where it leads.

I hope you enjoy the automotive road that is uniquely your own.

Sincerely yours,

Sandra Button

Sandra Button
Chairman

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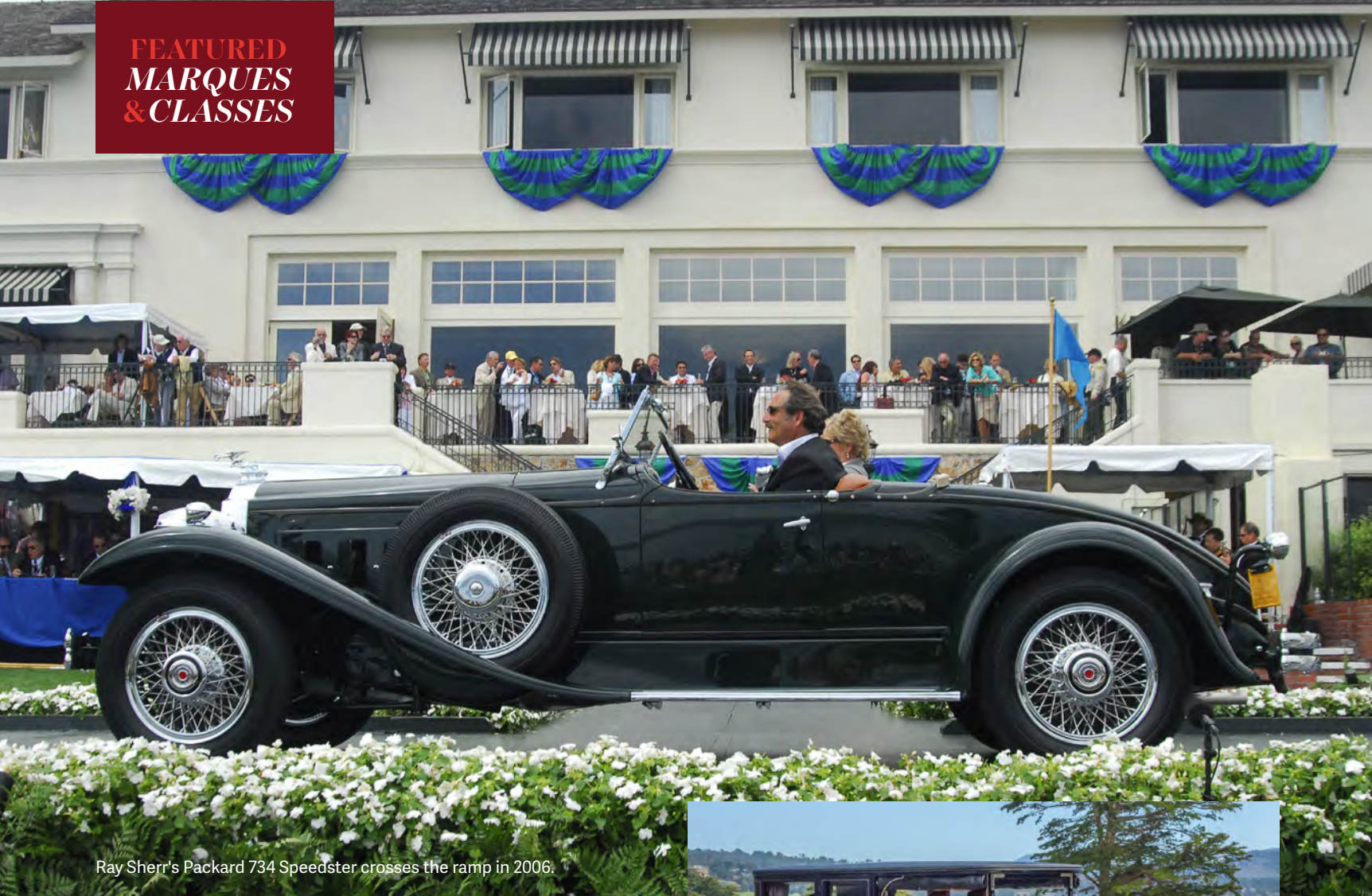
PEBBLE BEACH CONCOURS D'ELEGANCE

2024 FEATURED MARQUES & CLASSES

The 2024 Pebble Beach Concours d'Elegance will celebrate an expanded range of cars stretching from pioneering Packards and the Speedsters equated with that 125-year-old marque to the supercars that raced in the BPR & FIA GT Series of the 1990s. A focus on the creations of Maserati and the coachwork of Pietro Frua add an Italian accent, and Wedge concepts offer a distinctly modern look.



A 1956 Maserati A6G Zagato takes to the show field in 2021.

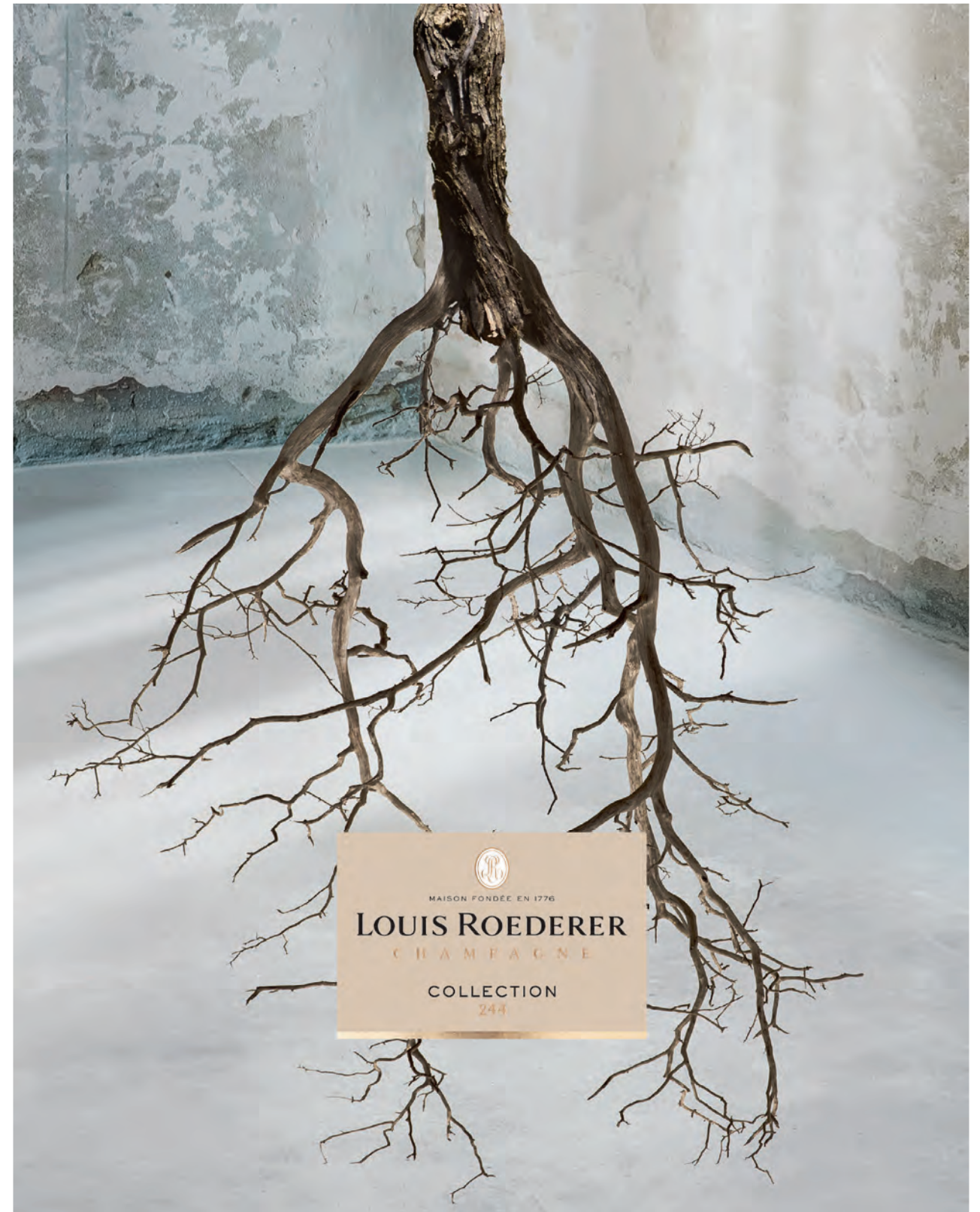


Ray Sherr's Packard 734 Speedster crosses the ramp in 2006.

PACKARD 125TH ANNIVERSARY

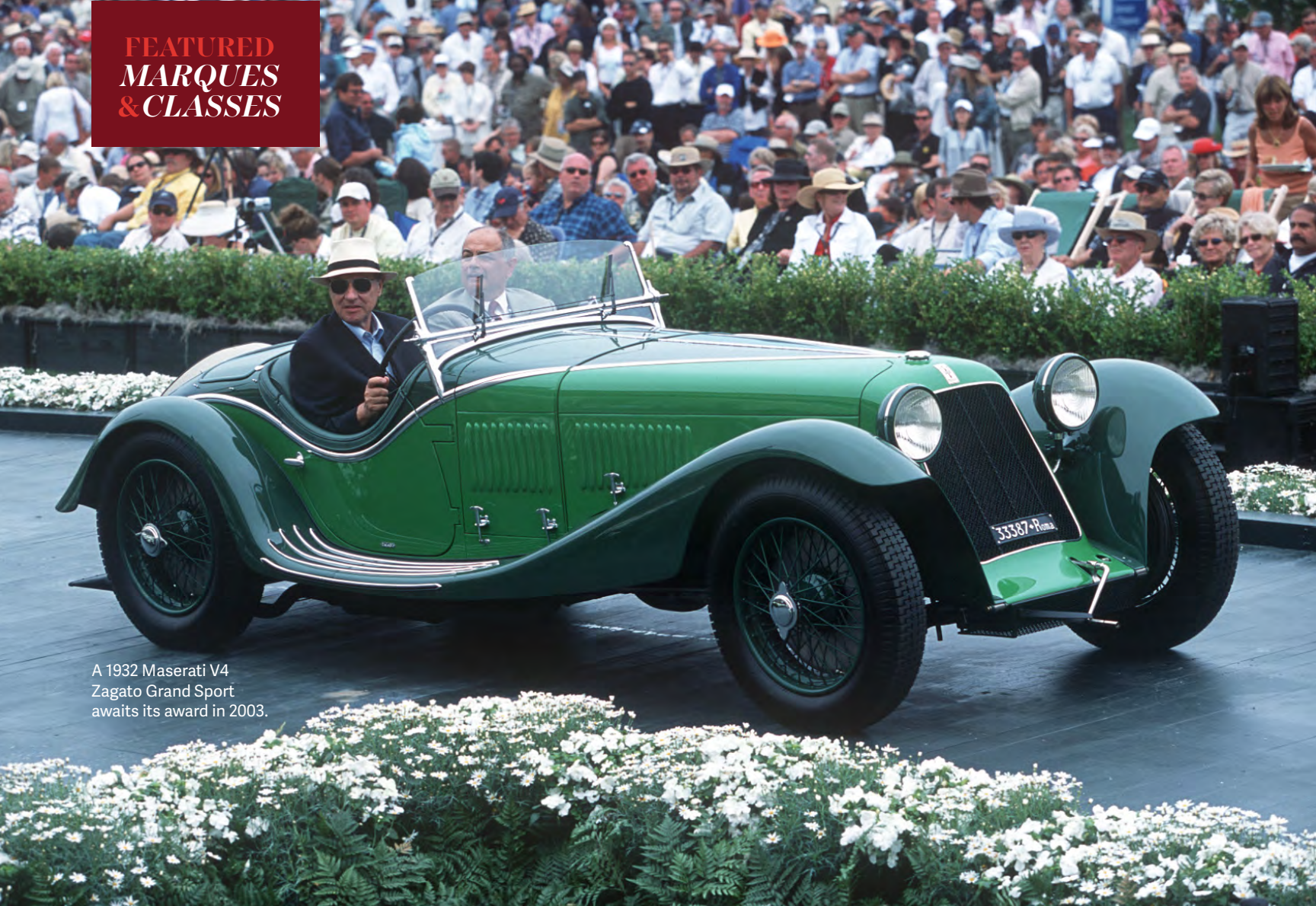
Packard was synonymous with American luxury for nearly six decades, from 1899 to 1958, and fine examples have taken Best of Show at Pebble Beach on four occasions. We plan to celebrate the 125th anniversary of the marque's founding with a special class for early Packards, ranging from pioneering single-cylinder horseless carriages to the era of the massive Dominant Six in 1915, and a curated display of models in the 1930 Packard 734 Speedster Series, which was essentially a line-up of factory hot rods based on a custom-built shortened chassis with myriad performance options and available in five unique body styles, including the quintessential boattail.

Pioneering Packards, like this 1910 Model 30 Limousine (above) and this 1915 2-38 Six (right), will also be showcased.



MAISON FONDÉE EN 1776
LOUIS ROEDERER
CHAMPAGNE
COLLECTION
244

LOUIS ROEDERER
HAND IN HAND WITH NATURE



A 1932 Maserati V4 Zagato Grand Sport awaits its award in 2003.



The 1956 Maserati A6G/54 Frua Prototype Spyder of Brendan Gallaher placed Third in Class in 2022.

MASERATI

The Maserati brothers produced their first racing car in 1926, and the range and success of their competition models (built through the early 1960s) soon became legendary worldwide, with special acclaim from drivers and owners as well as huge respect from archrivals such as Alfa Romeo and Ferrari. In 1948, under the management of the Orsi family, Maserati started to produce non-racing sports cars, and GT cars emerged. It is interesting to note that this famed company was later owned by Ferrari, subsequently partnered with the Alfa Romeo Group, and is now owned by Stellantis.



A 1928 Maserati Tipo 26 Monoposto rests alongside Carmel Bay in 2014.



A Frua-bodied 1953 OSCA MT4 Spider poses near the 17th green in 2018.

Pietro Frua was not just part of the golden age of creativity in Italian design and coachbuilding, his work defined it. From the rounded lines of the early 1950s, to the sleek squared-off shapes of the 1960s, he mastered all. His designs were sometimes startling, but always tasteful, always inherently beautiful. He began his career with Farina and then built his own design studio, which he eventually sold to Ghia. Along the way, he bodied many marques, but his smooth, low-slung designs for Maserati are among his most celebrated.

FEATURED
MARQUES
& CLASSES



The 1970 Ferrari 512 S
Modulo of MJJV Cars was
a real crowd-pleaser.



The remarkable Ghia Gilda Streamline X
showcased an early Wedge shape.

WEDGE-SHAPED CONCEPT CARS & PROTOTYPES

A few 1950s prototypes hinted at the form, but Wedge-shaped designs really came to the fore with concept cars of the 1960s, 1970s and 1980s. Notable examples began with the Ghia Gilda Streamline X and blossomed with the Alfa Romeo Carabo, Ferrari Modulo 512, and the Lancia Stratos HF Zero. These dramatically different cars influenced production models like the Lamborghini Miura and Countach, DMC DeLorean, Lotus Esprit, Fiat X1/9, Lancia Stratos, Vector W2 — and vestiges appear in the Tesla Cybertruck of today. Our featured class will focus on One-Off Wedge Concept cars and prototypes.

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Here and below: The 1997 McLaren F1 GTR Longtail Coupe of Steven and Mary Read struts its stuff on the 18th fairway in 2023.

1990S BPR & FIA GT RACE CARS



Just as legendary sports cars such as the Jaguar E-type, Ferrari 250 GT, and Shelby Cobra went from road to racecourse with few changes in the 1950s and '60s, the BPR Series sought to bring iconic supercars to the track in the mid-1990s—and it did just that. The McLaren F1, Ferrari F40, Bugatti EB110, Mercedes-Benz CLK GTR, and Porsche 911 GT1, as well as exotics like the Lotus Elise GT1 and Dodge Viper all took part, competing on tracks worldwide—from Europe to Zuhai in China and Laguna Seca in California. Named for founders Jürgen Barth, Patrick Peter, and Stéphane Ratel, the BPR Series began in 1994 and became the FIA GT Series in 1997.



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INFINITI is proud to support MotorTrend's Japanese Automotive Invitational at Pebble Beach.



MY24 QX60 shown with available features. © 2023 INFINITI

“

Ladies & Gentlemen,

START YOUR ENGINES!

”

Lyn St. James is still in the game 50 years after starting her racing career. She gives us the inside track on competing, negotiating, crashing—and winning.

By Kate Constantin



Lyn St. James and her co-drivers Bill Elliott and Tom Gloy celebrate their class victory and seventh overall at the 24 Hours of Daytona in 1987.

L

Lyn St. James went to a private girls' school and took piano lessons as a child. She was shy and introspective and was told by her mother to act like a "lady." But after a stint as a secretary in a steno pool and a spell as a piano teacher (a job from which she was fired after two weeks), Lyn put her foot down—literally. She became a successful race car driver, the second of just nine women to qualify for the Indy 500, and the first woman ever to be awarded Indy 500 Rookie of the Year. She raced the 24 Hours of Le Mans twice, 12 Hours of Sebring nine times (with one victory) and was the GTO class winner of the 24 Hours of Daytona—twice. This was not the track her mother had envisioned for her.

At the 2023 Pebble Beach Concours, Lyn returned as an Honorary Judge for the third time and was able to hang out with old friends and fellow competitors Derek Bell and Jacky Ickx. Between catching up with other racing legends, participating in the Pebble Beach Classic Car Forum, and her judging commitments, Lyn sat down with me to explain how she got from the piano to the pits, and the trials and U-turns she encountered along the way.



Kate Constantin: What steered you toward the racetrack? Was it the speed, the competition, the acclaim, the money?

Lyn: Partly the speed, partly the competition. My mom taught me to drive in the family Pontiac in Willoughby, Ohio, where we lived. She had polio and the car was her lifeline, and she wanted me to have the freedom that driving offered. I loved to drive fast so I got a lot of tickets when I was young. Later it became a pursuit of perfection, getting all the power and performance out of a car, striving for the ultimate cerebral strategy—the exact braking point in a corner, the perfect gear shift.

Speed must have been a factor since you have held 21 international and national closed circuit speed records over a 20-year period, including 226 mph during qualifying for the 1995 Indy 500!

I guess so. Those speeding tickets were an accurate predictor!

How did you migrate from the family Pontiac to professional racing?

I got married and moved to Florida where my husband and I started a manufacturers' rep business in consumer electronics. We went to the 24 Hours of Daytona and the 12 Hours of Sebring and got this crazy idea that we could both race. We joined the Sports Car Club of America, I went to drivers' school, got my competition license, and bought a Ford Pinto—and I was off to the races. I was 27 and for the first time in my life I felt like I had found myself. I was quite shy and in retrospect had been



In the Lotus Gold Leaf Special Grand Prix car, Lyn sits first on the grid for the 2011 Goodwood Revival.

searching my whole life for direction. When I got behind the wheel of that Pinto, I had a sense of power and a place in the world. It was a turning point for me. Everything gelled.

That said, I didn't have a stellar start to my career. In 1973, in my first regional sports car race at Palm Beach International Raceway, I was racing the Pinto, not paying attention to my mirrors, and I lost control of the car and ended up in a lake!

You did well in regional races, winning the SCCA Florida Regional Championship in 1976 and 1977. You also won your class in the 24 Hours of Nürburgring in 1979. You raced on your own dime until 1981 when you were sponsored by Ford—a relationship that lasted over a decade. How did that change things?

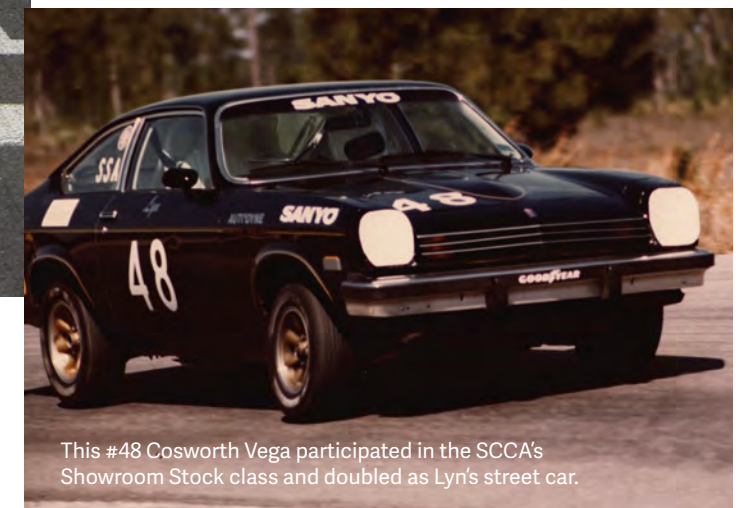
I saw an article in *Car & Driver* magazine about Ford's equal employment opportunities program for women, so I made a presentation and secured sponsorship. Being a

“

My mom taught me to drive in the family Pontiac... She had polio and the car was her lifeline, and she wanted me to have the freedom that driving offered.

—Lyn St. James

”



This #48 Cosworth Vega participated in the SCCA's Showroom Stock class and doubled as Lyn's street car.

factory driver for Ford meant better equipment, bigger venues, more exposure. One of my first commitments for Ford was to drive from Los Angeles to New York City in a Ford Escort powered by ethanol. It was a big PR venture and the PR guy who accompanied me watched me struggle to get more sponsors as we went along. He told me, "Once you make your story bigger than yourself, you will get sponsorship." It didn't really sink in at the time, in fact it took me another eight years, but that was the seed that grew my Women in the Winners' Circle Foundation. The foundation was bigger than me.

Right: The remains of a crash amidst qualifying for the 2000 Indianapolis 500.



Lyn leads a driver development training program, mentoring young female drivers.



To move on after a bad crash, Lyn relied on four “Rs”: Recognize and Replace negative thoughts with positive ones, Repeat that process, and Reinforce the positive.



During your time with Ford you had two contracts: one as a driver and one as an ambassador for the company. How did that come about?

Ford required me to renegotiate my contract every year. I soon came to realize that I could offer “added value,” doing speaking engagements and making personal appearances, which would give me protection from being dropped if my race results weren’t what we expected. So, I created a separate personal services agreement where they paid me for personal appearances. This contract served me well because during my first few years with Ford, 1981 through 1983, the engines kept blowing up, so I had some DNFs, as well as some good finishes, but no wins. But they recognized the uniqueness of having a woman promote their product and kept renewing my contracts.

So, there were advantages to being a woman in motorsports at that time?

There were advantages and disadvantages. The disadvantages were that I didn’t have any mentors, I had to learn from watching the guys, like Derek Bell and Jacky Ickx. I would hang on their every word and learn from their successes and mistakes. Sponsors tended to overlook you because they wanted a winner, and since there were fewer women racing, with none of them winning, it was a downward spiral. If you didn’t have the best equipment and the best team, you weren’t going to win.

The advantage was that people were curious, so you got more attention, more meetings, more media coverage. But exposure does not necessarily translate to success. I was



Lyn drove for the BF Goodrich team at the 24 Hours of Nürburgring in 1979.

with Ford for 14 years, with 14 one-year contracts. Every year I had to renegotiate my deal. But I never gave up, I was always hungry for the next race, the next car.

In 1985, you got your first professional win in the IMSA GTO at Road American, then the next race driving solo at Watkins Glen. But that was followed in 1986 by a horrific crash at the Riverside International Raceway at Turn One. You were driving the GTP Mustang Probe when you were clipped by Doc Bundy in his Corvette, which sent you into the Jaguar of Chip Robinson. All three of you crashed out of the race—and you were launched into a death roll, landed on your roof, and your car burst into flames. How do you continue to race after a crash like that?

I’ve had several crashes in my career, and some really bad ones, but Riverside was probably the worst. The video of that crash is the first thing that pops up if you search my name on YouTube! It ended with me upside down and on fire. I walked away but I was pretty banged up. On the Monday morning the crew called me and said they were going to Laguna Seca and did I want to take a few laps

in the backup car. I said “yes” immediately. I had a neck brace and was really sore with a herniated disk. But I got in the car, and as I started down the pit lane my brain began to replay the crash, right there on my windshield. I remember thinking “This isn’t real,” and I tried to wipe the vision away with my hand. I remember saying out loud, “Realtime! Realtime!” trying to focus on the present. I had to file it away and replace it with what was happening now. It’s a technique I have used throughout my life to get rid of negative thoughts. It’s called the Five Rs and I teach it when I do my speaking appearances.

You talk about the Five Rs in your book, *The Ride of Your Life*, published in 2002 (and revised in 2010 as *An Incredible Journey*). Can you explain the concept?

First, you have to “Recognize” that you are having a negative thought; you have to catch yourself having a negative thought or you cannot change the behavior. Then “Replace” it with an alternative positive thought. This is the hardest part; it requires active decision-making. Then



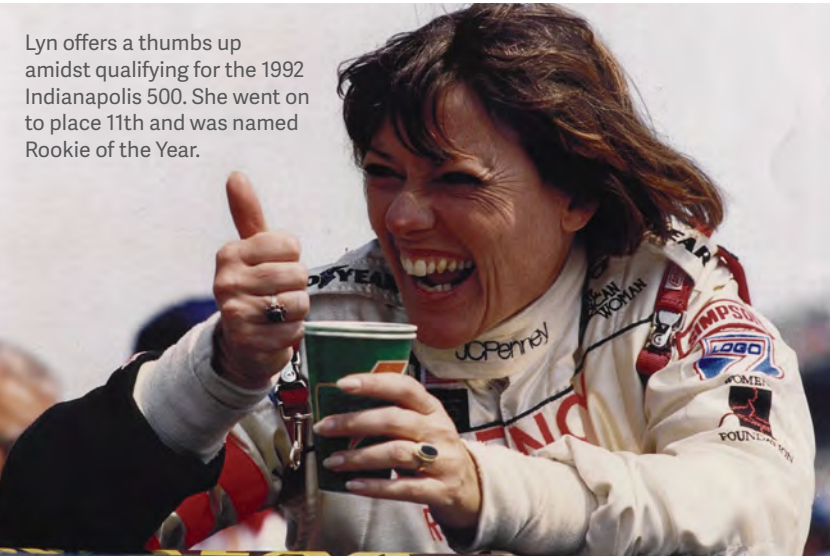
Lyn with the Spice GTP team at the 24 Hours of Le Mans in 1989.



At the 24 Hours of Daytona in 1980, with co-drivers Calvin Fish and Robby Gordon, Lyn placed first in class and fifth overall.



Lyn piloting the Spice GTP car.



Lyn offers a thumbs up amidst qualifying for the 1992 Indianapolis 500. She went on to place 11th and was named Rookie of the Year.

“Repeat” that process. It will become a learned habit as you “Reinforce” the positivity, and then you are on a “Roll.” Recognize, Replace, Repeat, Reinforce, Roll. If you entertain negative thoughts repeatedly, you will end up going down a rabbit hole. After the crash I had to actively replace my brain’s replay with the reality of the moment—which was a positive moment in the present. Bad stuff happens in life, but thoughts are not real, not unless you make them real. It’s up to you.

Were you afraid that Ford would drop you after the 1986 crash?

Yes, but the opposite happened. Apparently, walking away from the crash, being frustrated and angry like the rest of the guys, and then getting into a car again the next week, proved that I was just like any of the other drivers. I think they thought I would crumble! But I went on to race for Ford for another six years, winning the GTO class at the 24 Hours of Daytona twice (in 1987 and 1989) and the Sebring 12 Hours (in 1990). They moved me to Trans-Am for a period, and in October 1988 I went to Talladega and set 21 national and international speed records in the Ford Thunderbird. In 1989 I raced Le Mans, then I won the GTO class at the 12 Hours of Sebring in 1990, and then went back to Le Mans in 1991. Ford basically dictated my races and my career trajectory.

You were at Le Mans twice but didn’t finish either time. What are your memories of Le Mans?

Le Mans was extraordinary. The uneven pavement of city streets, going under the Dunlop Bridge, using the

old pits—it was amazing. In the pits there were people everywhere; as you pulled in all you could see were kneecaps, and you felt like screaming “Get out of the goddamned way!” There is no other feeling like tearing down the Mulsanne Straight in the black of night. Even now, just talking about it takes me right back there.

In 1989, my teammates were Ray Bellm and Gordon Spice, and before the race there was a parade through the streets. We were riding in a convertible escorted by girls in crocheted bikinis provided by the sponsor Hawaiian Tropic. Gordon and Ray were “admiring the scenery” and then became embarrassed when they looked over at me. I said, “That’s okay. When we race together at Daytona, I’ll have Tom Cruise and Paul Newman escort us!”

In 1992 your 14-year relationship with Ford came to an end and you pivoted straight into Indy. That year you were awarded Indy 500 Rookie of the Year at the age of 45—the oldest person to win that title (a record you held for 30 years!) How did you make the transition to Indy?

It wasn’t easy but I am nothing if not tenacious. I wasn’t the first woman to qualify for the Indy 500; I was the second after Janet Guthrie—and am still one of only nine women out of 796 drivers. I am proud of that, but being second isn’t the same as being first.

While I was racing for Ford I got involved in the Women’s Sports Foundation, first as a volunteer and eventually serving as President. That role really helped me develop

“
I never gave up, I was
always hungry for the next
race, the next car.

—Lyn St. James

”

my own leadership potential—and it was, predictably, a role that was bigger than myself.

While I was with Ford I also got the opportunity to test an Indy car for Dick Simon Racing. I did well in the test and decided I was going to try Indy racing. It took four years and 150 sponsorship “no’s” before J.C. Penney said “yes,” and in 1992 I raced in the Indianapolis 500 for Dick Simon Racing.

You have raced all the big circuits. Do you have favorites?

I love Daytona. It’s fast, and I saw my first-ever sports car endurance race there. Then there is Watkins Glen and Indianapolis where you have high-speed corners and can get into a flowing rhythm. Flowing circuits are like a magnet to me. It’s very hard to get into a flowing rhythm on a tight circuit where you are wrestling with the car all the time.

Most of your race accomplishments were in endurance racing. What qualities do you need for endurance racing compared to sprints?

Today’s long-distance races are like long sprints. In my era, you would drive a sprint at nine-tenths or ten-tenths

of the car’s capacity. But if you drive at ten-tenths, with every gear shift, every braking, you are using up the car’s resources: the tires, the engine, and the working components. You cannot sustain ten-tenths for very long. In endurance racing you have to take care of the car. You know where ten-tenths is and you back off to about eight-tenths. You leave something on the table and you smooth things out and save the car’s resources. And then the most amazing thing happens. You might feel you are going slower, but when you are in tune with the car and running at eight-tenths, sometimes you find that you can go as fast if not faster than if you were running at ten-tenths. You become a better racer because you have the ability to get everything out of the car without abusing it. In a sprint you don’t have the time to smooth things out.

In 2001 you retired from Indy 500. Why stop?

2000 was my last Indy 500. I was still trying to get sponsorship for Indy in 2001, but I had to finally face the fact that at 53 my cerebrum-processor was a little off and my reaction times weren’t good enough. I was faced with that abyss of a question: What’s next? I couldn’t chase the



Above: Lyn was among participants at a 2022 Pebble Beach Classic Car Forum celebrating the Centennial of Le Mans.

Right: With Lyn leading the pack for Dick Simon Racing, cars line up to take to the track on opening day for the 1993 Indianapolis 500.

next car or the next race. I was pretty low at one point but I had a friend who knew me well and she rattled my cage. She told me I had everything in my toolbox to move forward and switch gears. That’s when I wrote my book, *The Ride of Your Life*, published in 2002. It is basically a recap of my racing career with reflections at the end of each chapter in the form of a “pitstop” underlining life lessons learned. Everything I have learned in life has been through the pursuit of racing—strategic thinking, patience, teamwork, relationship building, how to deal with rejection, and how to negate those negative thoughts that stymy success. The “Five Rs” is one of those Pitstops. I wanted to write a book that would be relevant to people who were not necessarily race fans. It was quite enlightening, because I got to learn about things that I wasn’t aware of at the time, things that happened while I was busy with my car. It provided a whole alternative perspective.

I have to admit, it was a difficult adjustment for me not to race. I had launched my Driver Development Program in 1994 as a training program to help other female racers learn things that would help them in their careers, and that helped fill that gap.

You obviously feel strongly about promoting women in sport. Can you talk about that?

I have had strong women as role models in my life: my mother, whom I greatly admired—and feared—and my aunt, who was in the Navy and was a powerful female



role model. There was a woman I worked for at a summer resort who gave me the keys to the store when I was 13 and told me to get on with it. Then I met Billie Jean King, founder of the Women’s Sports Foundation, and she has been without a doubt the biggest influence on my life. Billie Jean is a hard-core inspiration to all women. You cannot be in her company for more than three minutes without it becoming very apparent that it is your own responsibility to go out there and change the world. No excuses. So, I became involved in the Women’s Sports Foundation. I truly believe it is every woman’s responsibility to be an ambassador for our gender, and now is the time. We are seeing advancement for women in soccer, business, motorsports—in all walks of life.

Retiring from Indy wasn’t actually the end of your racing career. You then began vintage racing. So, you didn’t give up completely.

No, I didn’t. I raced at the Goodwood Revival and Festival in the 2000s and then a friend offered me a ride in a vintage Formula Atlantic race car, and it was like I was reborn! I began racing regularly again and it gave me so much joy. But then in 2019 I had another crash, a bad one, and that has pretty much ended my racing.

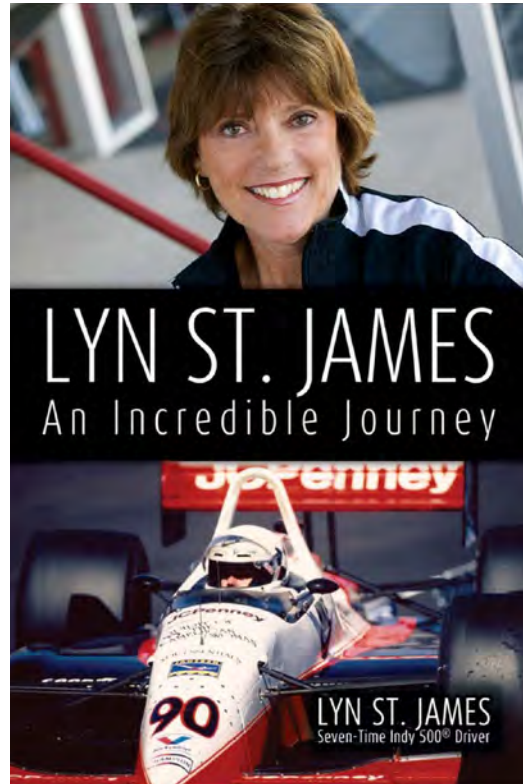
“

Everything I have learned in life has been through the pursuit of racing.

—Lyn St. James

”





Serving among our Honorary Judges, Lyn greets the crowd in 2023.

What happened?

I was in a vintage race in a 1969 Corvette at Indianapolis and something on the car broke, I lost control and hit the wall hard. It was a violent incident and there were lots of pieces flying around me. I was banged up pretty bad—again! But the moment I collected myself my first thought was, “What am I doing? I have a granddaughter, and if anything happens to her, I need to be there to take care of her.” Prior to that the danger had never really affected me. But that was a pivotal moment.

So, now that Lyn St. James has hung up her racing gloves, how do you use all the knowledge and know-how you have garnered over the years to keep yourself motivated?

I met another female role model who showed me there is still so much to do. I went down to the pits at Indy in 2020 and saw this female-forward team, led by Beth Paretta. I stood in awe and watched all these women in their race suits doing their jobs, and honestly it made me tear up! While I was always comfortable at a racetrack, I had never realized how alone and isolated I was. Beth gave me a big hug and said, “This is for all of us.” Long story short, we did a bunch of Zoom calls, and last year we formed an organization called Women in Motorsports North America.

It is a community of women and men in the industry, not just drivers but all aspects of motor racing including designers, engineers, mechanics, pit crews, PR, and media. It is a fountain of empowerment, energy and acceptance. We are helping women step out of the shadows and into the spotlight. The industry is coming to us now.

At Pebble Beach you are an Honorary Judge. How does that feel?

Fantastic! I get to hang out with my old buddies, chat with Sandra (Button, Chairman of the Concours) and her wonderful team, and see extraordinary cars, some of which were a part of my history. It’s an honor and a privilege to judge here and I learn so much. Each year I see more and more women owners, judges, and officials.

Next year, 2024, you celebrate 50 years in racing. What is your most prized accomplishment?

Exactly that—50 years in racing! I did 14 years with Ford, a decade in Indy, and then moved to vintage racing. Now I am mentoring young engineers and racers. I am still at the track, and I am still relevant. I have had some fabulous individual races and wins, but the thing I am most proud of is Lyn St. James is still in the game!

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Give more than a toast

TO RESTORE OR

BY ELLIOTT HUGHES

The Story Behind the 2023 Pebble Beach Best of Show-Winning Mercedes-Benz 540K

NOT TO RESTORE?



REPRINTED COURTESY OF MAGNETO



Confetti greets Jim Patterson's 1937 Mercedes-Benz 540K Special Roadster as it is named Best of Show.



A glimpse of the interior.



Above: Pebble Beach Company CEO David Stivers and Pebble Beach Concours Chairman Sandra Button stand by as Jim Patterson receives a Rolex from Luca Bernasconi, President and CEO of Rolex Watch USA.

Below: The Special Roadster poses at the edge of Carmel Bay.



“THIS IS MY TRIPLE CROWN,”

beamed Jim Patterson after hearing that his stunning 1937 Mercedes-Benz 540K Special Roadster had been awarded Best of Show at this year's Pebble Beach Concours d'Elegance. It was a momentous achievement for Jim and followed an 11-month restoration project that tossed several surprises at the RM Auto Restoration team that carried out the work.

Speaking about the project with Don McLellan, president of RM Auto Restoration, *Magneto* learned what it takes to restore a vehicle to Pebble's exacting standards. Don's revelations are fascinating, particularly as the collector car world wrestles with the dichotomy of whether to preserve or restore.

“The car was actually in very good condition,” Don explains. “I don't think it had ever seen a rainy day, because there was no corrosion to speak of. It must have been kept in a dry climate, indoors, because all of the wood and the internal structure were nearly perfect. A rare pleasure.”

That's not to say the restoration didn't present more than a few surprises for Don and the restoration team. Yet the 540K's remarkably well-preserved condition can be traced back to the earliest years of the car's lifetime. It was delivered new to a young King Mohammed Zahir Shah of Afghanistan in 1937, before being hidden away in the Afghan Embassy in Paris during World War II.

After the war the Mercedes was sent to the UK, before then finding its way into the collection of Vernon D. Jarvis, who exhibited it in his Early American Museum. It has remained in the States ever since and was purchased by Jim in 2022.

“The question is always, ‘*Should* you do a restoration?’” Don says of the car's condition. “This 540K was so good;

it was running and driving, but its suspension was worn out and leaking. Normally, we would have preserved the car, but it had already been painted two, or possibly three, times.

“It was originally black—we have the build sheet from Stuttgart. The paint-stripping process was like cutting down a tree and seeing the rings of the finish; you could see layers of red and then black. That's the reason we decided to go through with a full restoration.”

With the plans in place, Mercedes-Benz's fastidious approach to stamping parts with serial numbers—which was unusual for the time—revealed just how original the car was. “When we took anything off, there was a three-digit serial number stamped into it: the chrome spears on the body, the door handles, the windscreen post—everything.”

**“WE HAD HIGH HOPES, BUT
YOU NEVER KNOW WHEN
YOU’RE GOING TO PEBBLE,
YOU JUST LITERALLY
NEVER KNOW. . . .”**

— Don McLellan,
President of RM Auto Restoration



The RM Auto Restoration team takes a moment to relish their success. Included are mechanic Art Reaume, General Manager Ernie Morreau, painter Ryan Bourdeau, body technician Robert Smith, mechanic Kurt Brown, Global Head of Auctions Gord Duff, and President Don McLellan.

This discovery led Don and the team to take photographs of every serial-numbered part removed from the car, and that’s when they decided to involve Mercedes-Benz with the project. “The car was so good that we contacted Mercedes Classic in Stuttgart, and we talked with them about the restoration for several months. They then sent three of their guys to the shop, and they spent nearly a week with us, getting their hands dirty while the car was coming apart.

“They were able to document everything. Normally, when a car is certified, the restoration is already finished, so you wouldn’t be able to see all of these little hidden numbers. There were hundreds of them—even the rings and pinions had a chassis-build and series number, not just a part number.

“All the information about how these cars were numbered was fed back into their archives to build a database so that this car can be used as a reference for vehicles restored in the future. People can now contact Mercedes Classic and

get real answers about what actually belongs on their car. It was a great thing for Mercedes and RM, and we have become great friends with them.”

RM discovered another surprise when the time came to refurbish the interior. “Some of the original leather was still in the car and had not been replaced,” Don reveals. “The front seat leather had already been replaced, and so had the carpets and parts of the door panels. But the leather on the rumble seats was still original. The seat had never really been opened very much.

“So, we decided to preserve that and agreed to keep it quiet. The plan was to clean off the rear section as best we could and treat it with a moisturizing chemical to protect the leather. We then sent a small piece of the original leather off to a friend of mine who runs a tannery, so that we could restore the front seats. We have done business with him for a long time, and he’s German, coincidentally.

“He took it as a personal challenge to perfectly match the original leather—and so he did. He sent us ten hides that all looked exactly the same as the original rumble-seat leather. During the judging process at Pebble, it was a lot of fun to go through all the mechanical parts of the car with the three judges. Judging is very intense at Pebble; even the clock has to keep time, and the judges seem to know more about the car than you do.

“At the very end of the judging, we said, ‘We have something very special to share with you.’ Then, we showed them the original rumble-seat leather. When the judges saw that, they were floored. I’ve never seen a face on a judge as wowed as that. I think that’s one of the reasons we won. We were able to mix preservation and restoration at a pretty high level, and we had fun with it.”

Despite such an emphatic reaction from the judges, Don and Jim never expected to win the top prize: “There was a lot of buzz around the car just because of how beautiful the



The Special Roadster with its well-deserved reward: the Best of Show trophy.

“I THINK THAT’S ONE OF THE REASONS WE WON. WE WERE ABLE TO MIX PRESERVATION AND RESTORATION AT A PRETTY HIGH LEVEL, AND WE HAD FUN WITH IT.”

— Don McLellan, President of RM Auto Restoration

thing is, the flowing lines—it’s gorgeous from every angle. We had high hopes, but you never know when you’re going to Pebble, you just literally never know. . . .

“Before the car went up to the stage, we had already won the class and the Mercedes-Benz Star of Excellence Award. But, after that, we didn’t think we were going to be nominated for Best of Show because we hadn’t been called for a long time. We thought we were out.

“Then, at the last minute, they called us to the stage. We were up against a Delahaye 165 Figoni et Falaschi

Cabriolet, a wonderful unrestored Alfa Romeo 8C 2300 Corto Figoni Cabriolet, and another really great Mercedes, an open-top 710 SS Special Roadster.

“When the music comes up, you get all excited, the cars are four abreast, and everybody is saying ‘good luck’ to each other. Then the emcee made the announcement, and as soon as she said ‘1937,’ I knew it was us. It was euphoric and great for Jim—he has had a great car-collecting career.

“It was an intense restoration, and it came down to the final days because there was so much work to do. We had up to 15 guys working on the car and doing jobs concurrently,” Don concludes.

RM Auto Restoration of Ontario, Canada, now has eight Pebble Beach winners gracing its enviable portfolio. Only Mercedes-Benz and Bugatti, with ten and nine winners respectively, have more—and RM looks sure to earn its ninth in the not-too-distant future.

SPEEDDIGITAL.

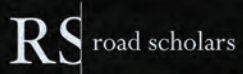
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A FINAL LOOK BACK AT 2023

PEBBLE BEACH CONOURS d'ELEGANCE

Collection manager Matt Goist with Will and Carrie Singleton in their 1912 Simplex.



A glimpse down a row of Figoni-bodied cars.



Docents learn about the 1932 Alfa Romeo 8C2300 Corto Cabriolet that went on to win its class and become the first-ever preservation car among our Best of Show nominees.



Top Left: Dan Hanlon and his co-driver Dave Johnson complete the final leg of the Pebble Beach Motoring Classic, powering their 1940 Packard 180 Darrin along 17-Mile Drive toward The Lodge at Pebble Beach.

Left: A 1959 Ferrari 196 S Dino makes its way along the Pacific Ocean to the Ferrari Concours.

Above: Kirsten Hansen and Jamie Ward dressed to accent a 1915 Stutz Model 4F Bearcat.



A FINAL LOOK BACK AT 2023

PEBBLE BEACH CONOURS d'ELEGANCE

Al and Sandi McEwan, in their 1934 Bentley 3 1/2 Litre Vanden Plas Tourer, lead the Motoring Classic into Pebble Beach.



A field of American Dream Cars, including (from front) the 1953 Maverick Sportster, the 1955 Debonnaire Convertible, and the 1953 Kurtis Sorrell SS-100 Roadster.

Below: The magnificence of the S-series Mercedes-Benz on full display.



Above: Zoey Schorsch and Ivan Przybylo stand beside the 1952 Pegaso Z-102 ENASA Lightweight Coupe of Nicholas and Shelley Schorsch.



The 1915 Stutz Model 4F Bearcat of Allen Shay and Kirsten Hansen pulls onto the competition field.



Historic Porsches frame the 17th green, including (from front) a Porsche 550 A Prototype Spyder, a 1973 Porsche 911 Carrera RS Touring Coupe, and the 1971 Porsche 911ST "Sloopy Jr." Le Mans Coupe.



A 1968 Lamborghini Miura
P400 Bertone Coupé at rest.

A FINAL LOOK BACK AT 2023

PEBBLE BEACH CONOURS d'ELEGANCE



Above: Our new emcee, Amanda Stretton, with Charles Whitaker.



This 1907 Itala 100 HP Race Car
was showcased among the
Vanderbilt Cup Race Cars.



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Crowds line the road as cars head off on the 25th Pebble Beach Tour d'Elegance. Here, a 1956 Jaguar XK140 SE Drophead Coupe passes under the start-finish banner.

CELEBRATING 25 YEARS OF ELEGANCE IN MOTION

By Robert T. Devlin

This past Pebble Beach Automotive Week marked the 25th staging of an event that has grown dramatically in popularity among participants and viewers over the years while also quietly refining the Concours competition. The event is, of course, the Pebble Beach Tour d'Elegance presented by Rolex.

Founded in 1998, the Tour was initiated to offset concerns that cars shown at the Pebble Beach Concours d'Elegance were too often static icons or trailer queens. It was to make the point that Concours cars are, or certainly should be, drivable—and that's how they are best enjoyed.

A total of 70 cars participated in that first Tour, setting out from the start-finish line of the old Pebble Beach Road Race course, heading north on 17-Mile Drive to Pacific Grove and passing along Cannery Row in Monterey, then heading out Highway 68 and over steep Laureles Grade to historic Holman Ranch, where a lovely picnic was enjoyed by all, before taking Carmel Valley Road back to Pebble Beach—a total distance just shy of 50 miles. In ensuing years, the route would be expanded to just over 70 miles and shifted south to Big Sur, and, at times, it has included Laguna Seca Raceway, Monterra-Tehama, and Carmel-by-the-Sea. It also has grown to include 70 to 80 percent of Concours participants—often all but the earliest antiques or racing greats whose power and speed are too limited or too excessive to make the drive.

To entice Concours entrants to take part in the first Tour, cars completing the route were to be given the nod if they were tied in class judging on Sunday's Concours, and a new Concours Special Award was introduced—the Elegance in Motion Trophy.



Above: Participants on the Motoring Classic join with the Pebble Beach Tour d'Elegance.

Above Right: The 1937 Bugatti Type 57SC Atalante of The Pearl Collection heads out on Tour.

Right: Martin and Sandra Button arrive at the start in their Vauxhall.



Jeffrey & Francis Fisher's Figoni-bodied 1939 Delahaye 135 MS Torpedo Cabriolet wends its way through a forested section of the Tour, just ahead of William F. Heinecke's 1962 Ferrari 250 GT SWB Pininfarina Coupe Aerodinamico.



Below: The 1932 Auburn 12-160A Salon Speedster of Sally and Gene Perkins crosses Bixby Bridge.

Bottom: The 1932 Packard 903 Deluxe Eight Dietrich Convertible Sedan of Clint Moore gets the checkered flag as it passes the Tour finish line.



Has the “nod” played a real role in determining which cars win their classes and go on to compete for Best of Show? Simply put: Yes. On multiple occasions over the years. Similarly, the Elegance in Motion Trophy has underscored the fact that the art of the automobile is not static; cars are more than mere sculptures.

I have been honored to lead the team of judges selecting the winner of the Elegance in Motion Trophy on multiple occasions—a team that has often included Diane Brandon and Nigel Matthews. We each select an independent but optimal spot for viewing the Tour, we take copious notes about the cars as we view them, and then we meet to discuss our impressions, which are admittedly subjective, relying on many of our senses.

The sense of sight is primary, of course, so I usually pick a vantage point where the visual play of light and shadow flow across the various body forms of the automobiles,

providing me with more input to evaluate the body shape, paint color, and trim while in motion. The sounds of the motor, transmission, and exhaust can add to the impression on viewers. And, at times, as in wine tasting, even smell plays a role: amidst the world wars, for example, when petroleum-based oils were unavailable, castor bean-based oils were used, and they emit a delightfully sweet aroma.

While gathering all of these sensory impressions, we must also consider each automobile in the context of its era—whether that of the early Horseless Carriage or Antique (Brass), Vintage, Classic, mid-century Milestone or more Modern cars.

It is our task to determine which car, given its design, best exudes elegance at speed. This past year, our votes went to the 1947 Delahaye 135 MS Figoni et Falaschi Narval Cabriolet. A complete list of winners follows.





The 2023 Elegance in Motion Trophy was awarded to the 1947 Delahaye 135 MS Figoni et Falaschi Narval Cabriolet shown by Dana & Patti Mecum.

ELEGANCE IN MOTION TROPHY WINNERS

- 1998** | 1937 Bugatti Type 57C *shown by Bruce Meyer*

1999 | 1934 Packard 1106 Twelve Sport Phaeton *shown by John & Heather Mozart*

2000 | 1938 Talbot-Lago T23 Figoni & Falaschi Coupé *shown by Charles H. Morse*

2001 | 1932 Delage D8 Chapron Berline *shown by Luis Alberto Gold*

2002 | 1933 Duesenberg SJ Brunn Riviera Convertible Sedan *shown by Rich Atwell*

2003 | 1947 Talbot-Lago T26 Figoni et Falaschi Cabriolet *shown by The Patterson Collection*

2004 | 1960 Ferrari 250 GT LWB Scaglietti Spyder California *shown by Jeffrey D. Mamorsky*

2005 | 1931 Alfa Romeo 6C 1750 Gran Sport Touring Spyder “Flying Star” *shown by Arturo & Deborah Keller*

2006 | 1938 Alfa Romeo 8C 2900B Touring Berlinetta *shown by Miles C. Collier*

2007 | 1930 Deussenberg J Murphy Torpedo Convertible Coupe *shown by The William Lyon Family*

2008 | 1938 Alfa Romeo 8C 2900B Touring Berlinetta *shown by Jon & Mary Shirley*

2009 | 1937 Delage D8-120 Letourneur et Marchand Aérodynamique Coupé *shown by The Patterson Collection*

2010 | 1939 Delage D8-120 Henri Chapron Cabriolet *shown by Daniel Sielecki*
- 2011** | 1938 Bugatti Type 57C Gangloff Cabriolet *shown by The Off Brothers Collection*

2012 | 1939 Delage DB 120 S Saoutchik Cabriolet *shown by John W. Rich Jr.*

2013 | 1938 Talbot-Lago 150C SS Figoni et Falaschi Cabriolet *shown by Gwen & Tom Price*

2014 | 1934 Hispano-Suiza J12 Fernandez et Darrin Coupe de Ville *shown by Robert M. & Anne Brockinton Lee*

2015 | 1931 Alfa Romeo 6C 1750 Gran Sport Touring Spider *shown by The Keller Collection*

2016 | 1931 Stutz DV-32 LeBaron Convertible Victoria *shown by Joseph & Margie Cassini III*

2017 | 1932 Packard 906 Twin Six Dietrich Convertible Victoria *shown by William E. “Chip” Connor*

2018 | 1939 Lagonda V12 Le Mans Rapide Drophead Coupé *shown by The Hon. Sir Michael Kadoorie*

2019 | 1937 Horch 853 Gläser Sport Cabriolet *shown by Valerie & Aaron Weiss*

2021 | 1938 Mercedes-Benz 540K Autobahn Kurier *shown by The Keller Collection*

2022 | 1938 Packard 1601 Eight Graber Cabriolet *shown by Anne Brockinton Lee /The Robert M. Lee Automobile Collection*

2023 | 1947 Delahaye 135 MS Figoni et Falaschi Narval Cabriolet *shown by Dana & Patti Mecum*

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OUR 2023 MERCEDES S, SS & SSK DISPLAY

A total of 21 stellar examples of the Mercedes-Benz S Series lined up along the edge of Carmel Bay on Concours Sunday.

Nine were designated S, six SS, and six SSK.

Style was at its finest: Ten cars were bodied by Mercedes-Benz, including one-off specials; ten were bodied by top-tier coachbuilders, including Barker, Cadogan, Corsica, Gangloff, Gläser, Murphy, and Saoutchik; and one was a unique collaboration between Count Carlo Felice Trossi and craftsman Willie White. Several were the talk of the town at early auto shows, exhibitions and concours, and three had already made their mark at Pebble Beach itself, previously earning the title Best of Show.

History was palpable: Present were the SS Barker Tourer driven by Rudolf Caracciola through heavy rain to victory in the Tourist Trophy in keeping with his title as der Regenmeister (the Rain Master); the S Murphy Speedster once owned by the Marx brothers that famously raced a Duesenberg on Muroc Dry Lake then went on to Hollywood acclaim in the movies; and several cars with a strong record of Grand Prix wins or participation in early rallies. They had passed through the hands of Princes, Lords, Maharajas and the most discerning auto enthusiasts of their day—and ours.

And half traveled from overseas to attend this gathering.



The mighty Mercedes S series dominates the view down the show field.



Ralph Lauren's SSK Count Trossi Roadster is unmistakable from any vantage point.



After John Bentley accepted the blue ribbon for his 1928 680 S Gläser Sports Tourer, Sandra Button awarded him with the Lorin Tryon Trophy for his many contributions to the collector car world.



Lee R. Anderson Sr.'s 1937 Talbot-Lago T-150 C-SS Teardrop Coupé won the 1923-1937 Figoni Centennial class.



The Gran Turismo Trophy went to the 1933 Alfa Romeo 6C 1750 Gran Sport of David & Adele Cohen.

CELEBRATING THE CREATIONS OF JOSEPH FIGONI

Joseph Figoni founded his carrosserie in Paris one hundred years ago, in 1923, and his elegant designs soon dazzled the world. To celebrate the centennial of this remarkable coachbuilder, Figoni-bodied cars took to our 2023 competition field en masse.

Figoni classes encompassed early and later Figoni creations, and placing First in those classes were the 1937 Talbot-Lago T150 C-SS Figoni et Falaschi Teardrop Coupé of Lee R. Anderson Sr., and the 1939 Delahaye 165 Figoni et Falaschi Cabriolet shown by the Peter Mullin Automotive Foundation Museum Foundation. Another Figoni-bodied car, the 1932 Alfa Romeo 8C 2300 Corto Cabriolet from a private collection shown in the care of Gregor Fisker, placed First in the Prewar Preservation class.

The Delahaye and the Alfa went on to be among the final four nominees for Best of Show—and that nomination of the Alfa made a bit of history; it was the first preservation car to be amongst the finalists for our top award.

Figoni-bodied cars also garnered three special awards: the 1947 Delahaye 135 MS Figoni et Falaschi Narval Cabriolet of Dana & Patti Mecum earned the Elegance



Dana & Patti Mecum's striking 135 MS Narval Cabriolet placed third in its class and earned the Elegance in Motion Trophy.

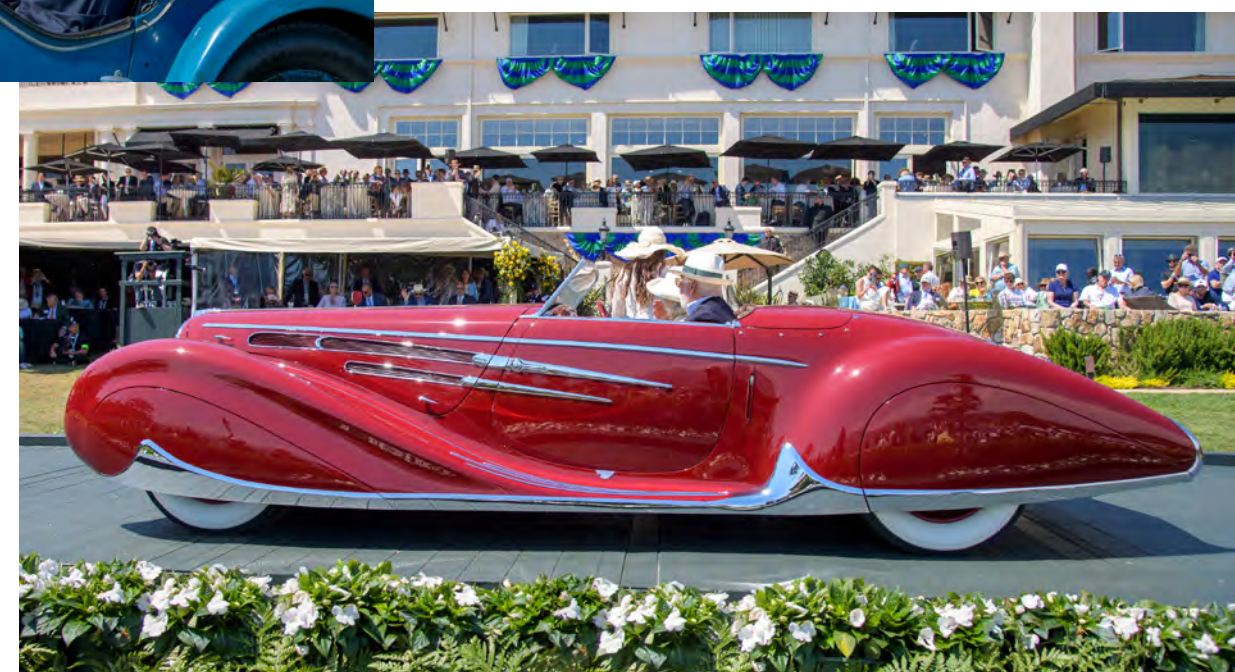
in Motion Trophy, the 1927 Bugatti Type 38/49 Figoni Cabriolet Philadelphia of Luc Slijpen earned The French Cup, and the 1933 Alfa Romeo 6C 1750 Gran Sport Figoni Coupé of David & Adele Cohen earned the Gran Turismo Trophy.



Above: This Figoni-bodied 1932 Alfa Romeo 8C 2300 Corto Cabriolet won the Prewar Preservation class and went on to be the first-ever preservation car included among our Best of Show nominees.

Above right: Luc Slijpen's 1927 Bugatti Type 38/49 earned The French Cup.

Right: The Peter Mullin Automotive Museum Foundation's 1939 Delahaye 165 Cabriolet placed first among cars built from 1938 to 1948.





Egon Zweimüller stands proudly beside his 1965 M1A Race Car, the very first car to be named a McLaren and a car driven by Elvis Presley. It went home with the Montagu de Beaulieu Trophy.

PEBBLE BEACH CELEBRATES McLAREN

Although some individual McLarens had previously appeared on our competition field, the McLaren marque was featured for the first time at the 2023 Pebble Beach Concours d'Elegance—on the occasion of the marque's 60th anniversary.

The special class encompassed eleven legendary automobiles, ranging from a 1965 M1A that was the first model ever to be badged a McLaren, to the legendary 1998 McLaren MP4-13 Formula 1 Race Car that was driven by Mika Häkkinen to a World Drivers Championship and also earned the Constructors title. The former was shown by Egon Zweimüller of Ensdorf, Austria, with the support of McLaren, and the latter was shared by McLaren itself.

In truth, Egon wasn't initially drawn to his M1A by its importance to McLaren's history, but rather by his passion for Elvis Presley, who had driven the car in his 1966 movie *Spinout*.

"I'm a great Elvis fan," says Egon. "Elvis had a lot of cars, but most of them were mass production cars and I wanted something different." He notes that, after driving the M1A in *Spinout* and testing it on the track, Elvis "wanted to buy it and race it—and that interested me."



The stellar line-up of McLarens on our 2023 show field.

Right: Gordon Murray steps forward from the line-up of Honorary Judges to greet the audience.

Below: Richard Griot's 1967 M6A Can-Am Race Car was First in Class among the McLarens.

Bottom: The 1995 F1 Coupe of Chris Cox placed Third.





The 1988 MP4/4-2 Formula 1 Race Car of Mouse Motors placed second.

Elvis was eventually forbidden by the movie studio from doing any real racing, so he never formally took possession of the M1A—but it was still tied to Elvis in many ways. So Egon went in search of it.

He found it in the hands of McLaren aficionado Harry Mathews, who initially refused to sell it. But eventually Egon and his sister Birgit were able to purchase it. And over time, Egon has grown fond of the car's McLaren history.

It was the very first car that McLaren sold to a private customer, and it raced at Silverstone and Riverside. “And the more I learned about Bruce McLaren and his company, the better I liked the car,” says Egon. “I think he and Elvis were similar in many ways; they were both born in poverty, they were Mama's boys, they fought for their lives and for success . . . and they died young.”

At the 2023 Pebble Beach Concours, the M1A captured the Montagu de Beaulieu Trophy.

Placing first in the McLaren class was Richard Griot's 1967 McLaren M6A Can-Am Race Car, which employed McLaren's first aluminum monocoque, a wedge-shape to improve its grip, and a raised tail, and also debuted the team's papaya orange color—and then went on to capture the Can-Am Championship.

Placing second and receiving the Tony Hulman Trophy was Mouse Motors' 1988 MP4/4-2 Formula 1 Race Car, which dominated the 1988 race season, driven by racing greats Ayrton Senna and Alain Prost. And placing Third was the 1995 McLaren F1 Coupe of Chris & Ann Cox, a unique three-seat road car that remains the world's fastest naturally aspirated production car.

Other legendary McLarens on the field included the 1969 M6GT that was intended to be McLaren's first solid attempt to win at Le Mans; the 1969 M8B-2 that swept the Can-Am series, driven by McLaren and Denny Hulme; the 1972 M16B Sunoco Penske team car that sped to victory in the Indianapolis 500 (and was shown at Pebble Beach courtesy of the Indianapolis Motor Speedway Hall of Fame Museum); the 1977 M26 driven by James Hunt in the Argentine Grand Prix; a 1996 F1 LM Coupe, one of just five production cars produced to celebrate McLaren's first Le Mans victory; and a rare dual-purpose 1997 F1 GTR Longtail that competed at the Nürburgring, Silverstone, Spa-Francorchamps and Le Mans and is also licensed for the street.

Also on hand were McLaren Ambassador Amanda McLaren, Bruce McLaren's only child; McLaren Automotive CEO Michael Leiters; and Gordon Murray, former Technical Director for McLaren Racing before helping to establish McLaren Cars.



Another view of the McLarens on our show field.



Above: McLaren Ambassador Amanda McLaren (Bruce McLaren's daughter) also served as an Honorary Judge.

Left: Egon heads off in his M1A.

The Concept Lawn was filled with activity this year.



INFINITI's QX Monograph made its world debut on our awards ramp, introducing the new logo, double-arched grille and minimalist yet sleek and powerful design language that will lead the marque into the future.

Right: Alfonso Albaisa, senior vice president of global design, along with Group VP for the Americas Craig Keeys, Director of Design Taisuke Nakamura, and Senior VP of Marketing & Sales for the Americas Mike Colleran.



Prancing horses wend their way onto the first fairway of Pebble Beach Golf Links.

NEW VISIONS FOR THE PRESENT & FUTURE

As collector cars competing in the 72nd Pebble Beach Concours d'Elegance headed out on the Tour d'Elegance, passing the front door of The Lodge at Pebble Beach, an impressive new model was fast approaching the Awards ramp on The Lodge lawn, where the Pacific Ocean serves as backdrop.

There, in front of a bevy of cameras, the Infiniti QX Monograph made its global debut, showcasing the marque's revised Open Road logo and new styling presaging the stunning reinvention of its halo model.



Mercedes introduced an all-new Mercedes-AMG GT.

Below right: Dimitris Psillakis, CEO of Mercedes-Benz USA, shares the latest Mercedes-Maybachs.

It was the first of several major debuts that took place at Pebble Beach Resorts amidst car week. A day later, at The Inn at Spanish Bay, Ford unveiled the powerful Mustang GTD. Mercedes followed with the debut of the 2024 Mercedes-AMG GT, redefining luxury in a performance car, and the SL 63 Manufaktur Big Sur, while also showcasing several special models such as the brilliant Vision One-Eleven, offering an all-electric version of the C111. Then Bentley revealed its latest flagship, the Bentayga Extended Wheelbase.

Magnificent new venues created for the occasion, as well as several private residences tucked into the surrounding forest, served as host to these and other magnificent marques—from Ferrari and Bugatti to Lexus and Hennessey as well as Rolls-Royce and Lamborghini—where additional new cars and concepts were showcased during Pebble Beach Automotive Week.

And on Concours Sunday, the majority of new auto week offerings made their way to the hallowed Concours Concept Lawn to be shared with the adoring public while their historic counterparts competed to earn the top prize in the collector car world, a prize the new cars might aspire to some day—Best of Show at Pebble Beach.



Ken Okuyama's Birdcage kode61 made a dramatic statement on the Concept Lawn.



Bentley Motors showcased the Bentayga Extended Wheelbase.

Below right: Guests enjoyed the Bentley House.



Above: Colin Comer, Joey Hand and Harry Tincknell talk through GTD details.

The new Ford Mustang GTD roared to life in a special reveal at The Inn at Spanish Bay.



GOODING & COMPANY SETS NEW MARQUE RECORDS FOR BRASS ERA ICONS

The 19th annual Pebble Beach Auctions presented by Gooding & Company met with great success, grossing \$95 million in sales from 133 lots sold, including 24 lots each earning over \$1 million.

The auctions featured a strong stable of offerings from the marque of the Prancing Horse, headlined by a 1962 Ferrari 250 GT SWB Berlinetta that achieved \$9,465,000—the high sale of the event. A pair of Lamborghini Miuras captured substantial attention, with a 1972 P400 SV garnering \$3,580,000 and a 1968 P400 \$2,260,000. And classics from the prewar era also did well.

But it was the Brass Era antiques that dominated much of the auction, setting several major marque records. A 1914 Mercer Type 35-J Raceabout sold for \$4,790,000, becoming the most valuable Mercer ever sold at auction. A 1913 Lozier Type 72 Meadowbrook Runabout achieved \$1,765,000, setting a new record for that marque. And an incredibly historic 1912 Simplex 50 HP Toy Tonneau

that had been in the custody of one family for 111 years brought in \$4,075,000.

The auction house also partnered with The Little Car Company and the Pebble Beach Company Foundation, the charitable partner of the Pebble Beach Concours, to present the 2023 Bugatti Baby II, which sold for \$262,500, with a portion of the proceeds going to the Foundation.

“This year’s Pebble Beach Auctions saw a number of historic cars go to new homes for the first time in many decades, or with the case of the Simplex, for the first time in over an entire century,” said Gooding & Company President and Co-Founder David Gooding. “I am so proud of our team for bringing such historic, sought-after vehicles to market. The sale of our headlining SWB, along with the record-setting Brass Era lots, indicates a strong sense of what drives this industry forward: a zealous desire to acquire something so rare and special in what is certainly a once-in-a-lifetime moment.”



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– DAVID GOODING, GOODING & COMPANY
PRESIDENT AND CO-FOUNDER

Above: The Little Car Company's 2023 Bugatti Baby II was auctioned by Gooding & Company to help raise funds for the Pebble Beach Company Foundation.

Right: This 1914 Mercer Type 35-J Raceabout sold for \$4,790,000—a world record for a Mercer sold at auction.

Copyright and Courtesy of Gooding & Company. Images by Jared Wilson.



Confetti flies over the Mullin's
2011 Best of Show-winning
1934 Voisin C-25 Aerodyne.

Remembering PETER W. MULLIN: A TRIBUTE

Sandra Button presents
Peter Mullin with a rare
Lifetime Achievement
Award from the Concours
in 2010—an award noting
his many contributions to
the car world.

SANDRA BUTTON:

Peter began to collect and share cars at the Pebble Beach Concours in 1984, just a year prior to the time I began to play a role in organizing the event. In many ways, we grew into the car world together. Our paths often crossed or ran parallel to each other, and we compared thoughts. Over time, Peter and his wife, Merle, and I and my husband, Martin, became great friends.

Peter was a visionary—with the imagination needed to foresee a great future, the wisdom to plan for it, the skills and resources to begin to build it, and the connections and leadership to draw others into his plans. He was a grand thinker.

He also did all he could to bring great cars and car people together.

I've often considered the Pebble Beach Concours to be a rolling museum of sorts—one where all the exhibits change annually—and there was no one who thought about or cared more deeply about automotive museums than Peter. Very early in his car collecting career, he began to make plans to turn his own collection into a museum, and he successfully opened the doors of the Mullin Automotive Museum in 2010. He did his research and he sought out the very best cars. Yet he also followed his heart and his individual eye for art—as when he purchased a 1925 Bugatti Type 22 “Brescia” Roadster rescued from Italy's Lake Maggiore and created a special display to showcase the corroded but still quite lovely car exactly as it was when underwater.

Almost simultaneously with the opening of his museum, Peter and a few close friends determined to revive the Petersen Automotive Museum, where he went on to serve as Chairman of the Board. And in more recent years, he had turned his sights on creating a wondrous automotive park and museum in England.



Peter also created a foundation to support the study, preservation, and public display of great cars—and he strongly supported car events like the Pebble Beach Concours, sharing a multitude of cars with us (65 in total, garnering 35 class awards and 13 special awards including Best of Show!) and consistently supporting our charities. Donations from Peter and Merle have been instrumental in constructing the Mullin School of Transportation at ArtCenter College of Design.

These are just a few of the reasons I presented Peter with a Lifetime Achievement Award from the Pebble Beach Concours in 2010—an award we've offered just a few times over this event's seven decades.

Peter's vision and influence went far beyond the car world, of course. I recall him talking with fervor about hydroponic gardening, and art, and music...

I miss his creative mind, his caring heart, and his great determination to build and support car communities.

You will read more about Peter's life in the pages that follow. To begin, we asked Merle if we could reprint a piece from our 70th anniversary book that she wrote on behalf of Peter and herself about their shared love of cars. We also invited some of Peter's closest friends to offer their comments and a story or two.



Peter drives his 1948 Talbot-Lago T26 Grand Prix to a Second in Class finish in 2001.



The Mullins' 1937 Delahaye 135 M Fioni et Falaschi Cabriolet captures another Second in Class in 2016.

Left: Broad smiles beneath broad brims.

MERLE MULLIN:

In 1983, Peter had only recently moved into to a new home in the Los Angeles suburb of Brentwood, with an active brood of four young children. His choice of a landmark house, designed in 1925 by the renowned African-American architect Paul Williams would change the course of his life.

Dropped into his mailbox was a last-minute request from an architect living just a few houses away: the Paul Williams Georgian Colonial home would be the ideal backdrop for his automobile photo shoot, on the following weekend, if possible. “Of course!” Peter responded. It was the neighborly thing to do. It was a destiny moment. That Saturday, Peter buzzed the neighbor, French car collector Jim Hull, into the motor court. A mild curiosity about the photo shoot coaxed him outside, where he encountered an uncommonly beautiful beast on four wheels gliding, panther-like, through the gate. Peter, with a lifetime fascination for cars, had never beheld such a piece of rolling sculpture. It was dreamy. It was French. And Peter was immediately and hopelessly struck by a *Coup*

de Foudre, literally a “thunderbolt” but a term often used in French for “love at first sight.” His encounter with the voluptuous, boldly Kelly-green 1947 Delahaye 135 MS Cabriolet, perfection on wheels, began what would become a 40-year journey, a passion, an obsession. He needed to know more. Who designed this car? When and where and why was it created—and for whom?

After partnering with Jim in several French cars, Peter struck out on his own, studying voraciously about the era in France when cars were not yet built for practical transportation, but were bespoke works of art, built by hand as collectible treasures. They were driven and raced by dapper men with driving coats, caps, and leather gloves. The women by their sides were chic and glamorous, wearing gossamer dresses, boa furs, and all manner of brimmed hats, and carrying cigarettes in long silver holders. In the 1980s, Peter excavated beneath his beautiful residential garden in Brentwood, creating a luxurious home for the first ten of his newly acquired French beauties in a space that would have earned a nod of approval from architect Williams. A grander scheme, in the form of a proper automotive museum, was inevitable.

In 1994, another destiny moment occurred: an accidental meeting of two like minds, with a constant mesh, at full throttle, as I became a partner to Peter’s life and his passion. My education began as Peter introduced me to a world of car rallies and concours d’elegance. Together, we crisscrossed the world, always on a quest for treasures of the Art Deco period for our hoped-for museum.

As a result of friendships formed during the Pebble Beach Concours, I eventually partnered with three women, all wives of collectors, in the creation of It’s All About the Girls!—a biennial all-women’s car rally, with 60 women from 8 countries driving 30 collector cars in many beautiful European destinations.

Peter’s vision was realized as The Mullin Automotive Museum, in Oxnard, California, in 2010. Here, at last, we created an homage to the Art Deco period, in the style of the grand annual Paris Salons: Lalique mascots, glassware, furniture, iron work, sculpture, paintings, lighting, glassware and functional Industrial Design are all displayed in and among the finest automobiles created by the notable carrossiers of the period. Peter’s passion for Ettore Bugatti

and his marque introduced him to the brilliant work of three generations of Bugatti artists: the sculptures of Rembrandt Bugatti; the remarkable, eccentric furniture of Carlo Bugatti, the patriarch of the family; and the paintings of Therese and Lydia Bugatti.

Shortly thereafter, a second Museum, The Mullin Automotive Collection, was created, in West Los Angeles, to house cars from the Brass Era. Here, too, the inspiration for the design of the space came from the early Paris Salons.

“Peter Mullin had many titles — President, CEO, Chairman of the Petersen Automotive Museum, board member of several major companies, and philanthropist— but I will always remember him, first and foremost, as my friend.”
— RICHARD ADATTO



Peter powers along the 18th fairway in his 1934 Voisin C27 Ficoni Cabriolet.

Right: The Mullins exit the Awards Ramp in their 1902 Panhard et Levassor Type B1 in 2015.

A love of sharing defines Peter’s Irish nature. It was his great hope to be invited to exhibit his cars at the renowned Pebble Beach Concours d’Elegance, the exclusive, annual event by the sea, in beautiful Pebble Beach, where the rarest of the rare automobiles are exhibited on the oceanfront lawn of one of the finest golf links in the world. He was first invited to exhibit there in 1984, showing a 1948 Talbot-Lago shared with Hull. His grand enthusiasm for this event has never waned. It remains a great honor for us to have been included, every year. No single event or occasion could steal us away from this most august August event, shared alongside all of the most special friends we have made on our remarkable automotive journey. After all, in the end, it IS all about the friends we have made and kept through this shared passion.

RICHARD ADATTO

I met Peter Mullin in the Maritime Alps about 100 miles north of Monaco; it was 1983, and we were both participating in a vintage car rally. I was driving a beautifully restored postwar Delahaye convertible with my wife and a friend, while Peter was in a ratty taxi in search of his purple-and-red Talbot-Lago T26 convertible, which was being driven by his business partner and his partner’s wife. I told him to hop in, since we were both going to the same

place for dinner and our meeting seemed serendipitous. But Peter had his own approach to the situation: he insisted on keeping the taxi, so I gave him the address of the restaurant and we parted ways.

After my group had completed the day’s drive, we went to dinner and sure enough, there was Peter at the cocktail reception, lamenting his \$700 taxi ride. That was Peter. He was a big Irishman who knew how to party, and the room was overflowing with his presence, his taxi story, and lots of wine.

The next day we were off to Monaco. That stage of the rally called for swift driving through the narrow back roads of Monte Carlo to the garage where Formula 1 cars were stored during race week. My Delahaye was freshly prepped and ready for Pebble Beach (where it won Best in Class). Peter’s Talbot-Lago, on the other hand, was not at all concours ready. Moreover, he had brought nothing to clean it. So I gave him some supplies and lent a hand in making the car more presentable. Upon seeing this, my wife said, “Don’t do it; he might beat you!” I, however, was confident. What could go wrong?

That was the last time I underestimated Peter Mullin. He had his partner’s wife, who was a very attractive woman, sit on the top of the back seat of the car and wave at the

crowd and judges—and sure enough, he beat us! It was the beginning of a wonderful 40-year friendship, during which we learned from each other, rallied cars together, and supported each other through thick and thin.

The rally in France fueled Peter’s burgeoning passion for all things French. He loved the Art Deco movement and began to collect *objets d’art* that complemented his car collection—which continued to grow. In the early 1980s, he purchased the 1939 New York World’s Fair Delahaye for \$30,000. It was in very bad shape and in need of a costly restoration, which Peter commissioned. Today, it is one of the most valued cars in the world, and its fabulous Ficoni and Falaschi coachwork makes it a work of art in its own right. Thanks to Peter, that car won First in Class at Pebble Beach in 1992 and again in 2023, when it was also nominated for Best of Show. Winning Best of Show was one of Peter’s life goals—and he accomplished that in 2011 with his 1925 Voisin. While it would have been lovely to see it happen again this year, Peter was not one to dwell on such matters. He always focused on sharing his knowledge and his love of cars.

Over 30 years, Peter amassed a world-class car collection and built one of the best automotive museums in the world. How did he do it? He certainly had a knack for being always ahead of the collectors’ market, and for constantly positioning his resources to take advantage of opportunities. But at a deeper level, these skills were fueled by his passion for the French curves and teardrop shapes of the automobile’s Golden Age.

Peter Mullin had many titles—President, CEO, Chairman of the Petersen Automotive Museum, board member of several major companies, and philanthropist—but I will always remember him, first and foremost, as my friend

PETER McCOY

My friendship with Peter began 40 years ago, when we served on several boards together. I was struck by his charisma and character, his stature matched only by his curiosity and the breadth of subjects that interested him.

Our close relationship didn’t fully mature until Kacey and Merle became close friends and we spent more time together socially. Over the years, as Peter and I saw more of each other, his car collecting became much more serious and mine more focused. We travelled together to Scotland and to Big Sur, and we discovered not only our passion for cars, but also for gardens and plants and design. He was particularly interested in maple trees—which became the

“Peter had an incredible gift for bringing people together and I am thankful to have been included in that life-changing process.”

— PETER McCOY

center of his thoughtful gardens at Tigh an Tuir in Scotland and along the craggy shores of his home in Big Sur. Peter’s curiosity for just about everything led the four of us across the globe—from Africa to Israel and beyond. And the car rallies—too numerous to list—enriched our friendships. Peter was never without a project and was always ready for the next adventure, complemented by Merle’s steadfast energy and enthusiasm.

Our cumulative years together were punctuated annually by his Scottish American Highland Games each Fall. It was a week of friendship, brotherhood, eccentricity, and spirited competition. These moments, meticulously curated by Peter, are among my favorite memories. Peter gathered a group of the most interesting men—friendships he wanted to share because he always wanted everyone to see the best in everyone else. Peter had an incredible gift for bringing people together and I am thankful to have been included in that life-changing process.

BRUCE MEYER

A significant and loving part of the car hobby left us with Peter Mullin’s passing, and I personally lost a very dear friend of forty years. Now I need to shift my focus from my loss to my good fortune in being blessed by his friendship for half of my life.

Peter was truly inspirational. He chaired the most important transitional years of the Petersen Automotive Museum and prepared us for where we are today—the World’s Finest Automotive Museum.

Peter spent his early life building an enormous insurance and financial empire, which left no time for cars . . . until Jim Hull introduced him to the world of coachbuilt French cars and Peter’s life changed forever. Here’s where Peter’s brilliance showed: it took him no time at all to get up to speed, pursue his new interest, and become a world



Peter and Merle Mullin toast their 2011 Best of Show win.



Peter's magnificent 1933 Hispano-Suiza J12 Vanvooren wins its class in 1998.

authority on French cars. And what distinguished him was his keen artistic eye in choosing the best in French design.

He really upped his game when he met the love of his life, Merle Miller Mullin, who shared his eye for design, color, and history. Together they built one of the finest collections in the world, focusing on art, sculpture, furniture, and cars, and then creating the Mullin Automotive Museum.

The other side of Peter was his heartfelt commitment to giving back. He couldn't say "no" to countless causes and gave generously to so many: The Huntington Gardens, Providence St. John's Health Center, ArtCenter College of Design, and of course the Petersen Automotive Museum. . . . He left his indelible mark on all of these worthy institutions. Peter was all business when it came to management—he was gifted with negotiation skills like none other—but he never lost his warmth and twinkle and had pet names for those he loved. I, for one, donated far more than I could afford, simply because of his keen negotiating skills and charm.

Serving as Vice Chair next to Peter on the Board at the Petersen, as well as serving on the Peter Mullin Automotive Museum Foundation, I was able to work closely with Peter and experience his quick wit, wisdom, and business brilliance first hand. I will forever treasure my memories of the time we spent together—and of course his big warm hugs.

MARTIN BUTTON

Peter Mullin loved nature. He surrounded himself with it wherever possible, and I loved discussing it with him whenever Sandra and I visited. Most people no doubt remember Peter for his car collections, but I remember him most for his aquaculture project!

His favorite hangout was the stunningly beautiful home "Bien Sur" that he and Merle enjoyed just south of Big Sur, clinging to the rugged coastal cliffs like a nesting cormorant. It is probably the most beautiful place on the Highway One Coast; you can look down into the restless Pacific Ocean, with the same bird's-eye view shared by the California condors, spotting the humpback whales, sea otters and sea lions that kept Peter company there.

Peter developed a very sophisticated aquaponic farming project at Bien Sur, with sturgeon in ponds producing the fertilizer to nourish the edible vegetation he was cultivating on floating planters, in a slowly meandering series of small canals. It was a masterpiece of aquacultural engineering, and a tribute to his creative thought process and imagination. If Peter imagined something could be done, he did it, and as an agricultural engineer myself I always admired his ability to dream up ideas and bring them to reality. Some people are talkers, and some people are doers, and Peter Mullin was unique in that he was highly skilled at both.

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For the first time ever, a student-led project—a 1953 Mercedes-Benz 300 S restored at McPherson College—earned a class award at Pebble Beach.





On Concours Sunday, Pebble Beach Company CEO David Stivers and Pebble Beach Concours Chairman Sandra Button announced that a large sum had been raised for charity—but the final amount far surpassed the initial estimate.

PEBBLE BEACH CONCOURS d'ELEGANCE ANNUAL CHARITABLE GIVING SURPASSES \$3 MILLION

72ND CONCOURS DONATIONS TOP ALL PRIOR YEARS

The Pebble Beach Concours d'Elegance has a long history of charitable giving dating back to the event's founding in 1950, and the 2023 event topped all prior efforts by raising a record \$3,015,852 for charity.

The final tally was announced and donations were distributed by Concours Chairman Sandra Button and Pebble Beach Company CEO David Stivers amidst a special luncheon on Thursday for representatives of the Concours' participating charities.

"It's immensely gratifying to be able to host an event that sets the bar for collector car events around the world while raising a substantial amount to help people in need right here in our community," said Stivers.

Button, who has guided the Concours for nearly four decades, stressed the importance of the event's participants and partners: "Passionate auto enthusiasts founded this event and continue to provide us with exceptional cars and guidance. Sponsors offer additional resources, and our devoted cadre of over 1,000 volunteers bring the Concours to life. Working

"It's immensely gratifying to be able to host an event that sets the bar for collector car events around the world while raising a substantial amount to help people in need right here in our community."

— PEBBLE BEACH COMPANY CEO DAVID STIVERS



Pictured above: Pebble Beach Company CEO David Stivers (center) and Pebble Beach Concours Chairman Sandra Button (to his right) with Concours charity representatives (l to r): Janine Chicourrat and Chris Devers of Rancho Cielo, Gina Nucci of Boys & Girls Clubs of Monterey County, Dr. Steven Packer of Montage Health, Katy Castagna of United Way Monterey County, Jeff Wardwell of Salinas Valley Health, Judge John Phillips of Rancho Cielo, Clement Miller of Salinas Valley Health, Kevin Causey of Montage Health Foundation, Ron Johnson of Boys & Girls Clubs of Monterey County, Lauren Cohen and Kristen De Maria of MY Museum, Jennifer Williams of Natividad Foundation, Nicki Pasculli and Dawn Henson of Seneca Family of Agencies, and Deacon Warren Hoy of United Way Monterey County.

together, we create an event that draws the world to Pebble Beach and generates important charitable dollars."

Throughout its history, the event has raised more than \$38 million for charity.

Through the Concours' primary charitable partner, Pebble Beach Company Foundation, these funds are distributed to more than 95 local nonprofits, with an emphasis on those serving children and focusing on their health and education. The Concours' annual charity drawing—bolstered this year by generous gifts from Infiniti, Lexus,

Lincoln, and Mercedes-Benz—directly aids several charities, including the Boys & Girls Clubs of Monterey County, Montage Health Foundation, MY Museum, Natividad Foundation, Rancho Cielo, Salinas Valley Health Foundation, Seneca Family of Agencies, and United Way Monterey County.

The Concours and the Foundation also support several educational programs that encourage the next generation of automotive enthusiasts while celebrating the memory of inspirational automotive leaders such as Phil Hill, Jules "J." & Sally Heumann, John Lamm and Don Williams.



McPherson college students celebrate their Second in Class win.



Stanford University student presented the CARS Award to the 1928 Mercedes-Benz 710 SSK shown by John Houlihan.



Several of our scholarship students took part in the charity drawing.



INFINITI offered a QX60 Luxe AWD, and then, even more generously, upped the offer to a Sensory AWD to benefit Salinas Valley Health Foundation and Seneca Central Coast.

ADDITIONAL NEWS OF OUR CHARITIES & EDUCATIONAL PARTNERSHIPS

Amidst our 2023 Awards Ceremony, some of our educational & charitable partners made big news.

Mercedes-Benz restored by McPherson Students Earns a Class Award

In our Postwar Luxury class, a 1953 Mercedes-Benz 300 S Cabriolet restored by students of McPherson College in McPherson, Kansas, placed second.

It was a decade back, in 2013, that McPherson set what it called “a lofty, bold and audacious goal”—to compete at the Pebble Beach Concours with a car fully restored by students.

Several of those students were supported by scholarships from the Pebble Beach Concours. This Concours first

made a donation to support McPherson’s restoration program over two decades back. Then, in 2009, we announced that scholarships honoring Phil Hill would be donated to McPherson restoration students, and these were followed by scholarships honoring Jules “J.” & Sally Heumann as well as John Lamm.

To complete their lofty goal, McPherson and its students did their research, then went in search of a Mercedes-Benz. With the help of Paul Russell, a 300 S was secured in 2016, and the work began. The trip across the ramp to accept their red ribbon and trophy was the culmination of a decade of effort.



To support Boys & Girls Clubs of Monterey County and Rancho Cielo, Lexus uniquely donated a one-year lease on a 2023 Lexus LC 500 Convertible and a one-day pass to attend the Lexus Performance Driving School at Laguna Seca.



A 2023 Mercedes-Benz GLA250 prepares to change hands for Montage Health Foundation and MY Museum.



Right and Below: Stanford students chat with Houlihan on the show field, then celebrate with him on stage.



Stanford Students Recognize Another Mercedes-Benz

Students at Stanford University presented the CARS (Center for Automotive Research at Stanford) Award for Automotive Innovation to a 1928 Mercedes-Benz 710 SSK Sport Two-Seater of John Houlihan of Ireland.

The Pebble Beach Concours partners with Stanford, providing students there with the opportunity to explore past, present and future through the lens of cars. Students research and debate the significance of specific Concours cars throughout the Spring, then view them on our showfield and talk with the owners, before determining which car is most deserving of their CARS Award.

2023 Charity Drawing Supports Eight Concours Charities

Thanks to the generosity of four of our manufacturing partners, our Charity Drawing provided direct support to eight Concours charities this year—and four donors drove away with exciting vehicles!

Infiniti donated a 2023 QX60 to benefit Salinas Valley Health Foundation and Seneca Central Coast. The

vehicle was initially a QX60 Luxe AWD with an MSRP of \$60,845, but the retailer later offered the winner, Mitch S. of Salinas, California, an upgraded QX60 Sensory AWD with a value approximately \$4,000 higher value. What generosity! (And what good fortune, Mitch!)

Lincoln donated a 2023 Corsair with an MSRP of \$58,000 to benefit Natividad Foundation and United Way Monterey County, and it went to Natalie B., also of Salinas.

Mercedes-Benz donated a 2023 GLA250 with an MSRP of \$40,695 to benefit Montage Health Foundation and MY Museum, and it went to Rick S. of Pebble Beach.

Lexus donated a one-year lease on a 2023 Lexus LC 500 Convertible and a one-day pass to attend the Lexus Performance Drive School at Laguna Seca. This was paired with a two-night stay at a Pebble Beach Resort, a twosome at Pebble Beach Golf Links and a Food & Beverage credit. The total package, valued at \$23,000 benefitted the Boys & Girls Clubs of Monterey County as well as Rancho Cielo, and it went to Kim K. of Salinas.

As in the past, 100 percent of the proceeds from the drawing went directly to these charities.

Lincoln donated a striking 2023 Corsair to aid Natividad Foundation and United Way Monterey County.

Don Williams Memorial Gains Traction

We're proud to announce that the memorial tribute established amidst Concours week to honor Don Williams and support efforts to train underserved youth in auto restoration is well underway. We thank the many donors who have contributed to this effort, especially Craig Jackson who got the ball rolling with a significant gift, as well as Akira Takei, Bradley Greene, The Williams Family, Les Wexner and Steve Brauer who offered major gifts, as well as several other people and organizations who made notable contributions. This money is being put to good use funding an emerging program at nearby Rancho Cielo.

The hope is that many trainees will be able to find work locally, given the large car community and the supporting resources that have grown in tandem with Pebble Beach Automotive Week and WeatherTech Raceway Laguna Seca, both of which trace their heritage to the first Pebble Beach Road Races and Concours d'Elegance in 1950.



Jay Ward (at right) helped to emcee the charity drawing, along with Amanda Stretton.



Charlie Elliott and Jake Newman are all smiles after placing Third in Class with their Talbot BI 105.

The Next Generation:

CHARLIE ELLIOTT TAKES ON THE WORLD

BY KATE CONSTANTIN

When Charlie Elliott drove his 1937 Talbot 105 over the ramp at Pebble Beach this past August, he was beyond ecstatic. “I took on the world—and I won!” he says.

Charlie was just 27 when he and his best friend and fellow restorer, Jake Newman (also 27), placed Third in Class among European Classic Sport Cars, following a remarkable restoration that lasted six years. “We had loads of challenges,” says Charlie, “but we did it in the end!”

Born and raised in Chelmsford, Essex, Charlie was passionate about cars from an early age. “As soon as I was ‘push-chair ready’ my grandad and great uncle carted me around Vintage Sports Car Club events all over Europe, including Le Mans and Angoulême,” he recalls. “It’s thanks to them that I developed a love for classic cars.”

Charlie’s maternal grandad, David Mathison, was a lighterman for tugs on the River Thames, and in his spare time he restored classic cars, including a Talbot 14-45. “He loved that car,” says Charlie, “but he always used to tell me,

‘Charlie, the best car in the world is a Talbot 105! That’s the car you will have one day!’ He used to have pictures of it strewn across the garage.”

Grandad had good taste. The Talbot BI 105 Airline Saloon by Darracq, which was unveiled at the 1935 London Motor Show, is considered by aficionados to be the pinnacle of the 105 Series, with its lowered chassis, high-revving straight-6, and aerodynamic profile. It is believed Georges Roesch, chief engineer of Talbot Darracq and Company, drove the same model car to the Alpine Trials in Vienna, almost 1,000 miles from London. So, when Charlie, then aged 21, saw a 1937 Talbot BI 105 Darracq Airline Saloon come up for auction, he went straight to the bank and secured a loan for £30,000.

Whereas a fully restored Talbot is worth over £100,000, this car was estimated significantly lower because of its condition. “It was a total wreck, horrific!” recalls Charlie. “I was euphoric that I had the final bid, but then when the trucker was loading it onto the carrier, he kept chucking pieces of wood, metal, and parts into the car, and I had no idea where any of it went. I thought to myself, ‘What have I done!’” To add insult to injury, Charlie saw his new acquisition featured in the national tabloid *The Sun*, under ‘Trash or Treasure?’—an article that called into question the sanity of anyone willing to buy a car held together by cable ties for £30,000. “Grandad passed when I was 16,” says



The Talbot pulls onto the prestigious 18th fairway.

“We had loads of challenges but we did it in the end!” – CHARLIE ELLIOTT



Above: At the end of Concours Sunday, the Talbot proudly displays the ribbons received for completing the Tour d’Elegance and achieving Third in Class.

Left: During its six-year restoration, the Talbot had a home in the workshop of Charlie’s late grandad, David Mathison.



Charlie, “so I looked up to the sky and said, ‘Grandad, I hope you’re watching this!’”

While Charlie worked full-time for BMW and MINI as a sales executive, he restored his Talbot in his late grandad’s workshop with his great uncle, John Gaught, often not leaving the garage until past midnight. “Uncle John was amazing,” says Charlie. “He was an engineer for British Telecom, but he used to work for MI5 installing hidden phone lines. He was like Q in James Bond. He knew something about everything, and if he didn’t know something, he knew someone who did.” Within two days they got the engine running, and over the next six years, by talking to expert restorers and watching videos on YouTube, Charlie, Uncle John, and a cast of friends helped restore the Talbot to its former glory. “The door catches were milled out of solid brass, so we went to a specialist

Right: With confidence and vision, Charlie’s Talbot did become a treasure.



Motors > Buy

TRASH OR TREASURE? Classic motor held together with CABLE TIES given astonishing price tag of £30,000 – but it hasn’t run for 40 years

Once a rival to famed British manufacturers Bentley and Alvis, this 80-year-old motor is now a near ruin. So why has it been given such a high valuation?



Proudly driving the DLP 937 over the famed Concorso Awards Ramp.

metalworker. For the ash frame, we went to a woodworker who showed us how to craft one strut. Then we went back home and did the remaining struts ourselves, carving and bending the wood as shown. It had to be perfect. As you can tell, I'm a bit OCD—but that's a good thing in a situation like this."

Funding was an issue, so Charlie borrowed money to buy secondhand cars, starting with a replica Cobra, which he then sold at a small profit under the banner of HSC Automotive, the company he and best friend Jake formed to fund the restoration. "Mum was in tears, worried about how I was going to make the money for restoration," says Charlie. "But I told her, 'Maybe I will get an invite to Pebble Beach.' I guess you could say I'm a dreamer."

Charlie did get that invite, and in 2023, together with his dad, Jake, and Jake's dad, he took the Talbot to Pebble Beach. "It was the highlight of my life," enthuses Charlie. "We did the Tour d'Elegance and drove over the ramp. The Talbot didn't miss a beat."

The 1937 Talbot, which was once owned by a milk-pasteurizing agent and later by a fish-and-chip-shop owner



Charlie's grandad kickstarting the Talbot dream with his own beloved Talbot—a 14-45.

in Wales, won Third in Class. Charlie grins, "Jake said to me, 'You bought your grandad's favorite car, you restored it in his garage, and you took on the world, Charlie Elliott. Well done!'"

Well done indeed.

"You bought your grandad's favorite car, you restored it in his garage, and you took on the world, Charlie Elliott. Well done!"

— JAKE NEWMAN

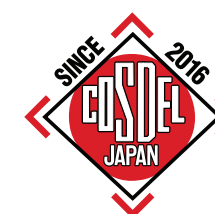
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A partial view of the Vanderbilt Race Cars arrayed on the competition field, with George Wingard's 1911 Fiat S74 Grand Prix in the foreground.

73rd PEBBLE BEACH CONCOURS d'ELEGANCE

Sunday, August 18, 2024

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Experience the world's premiere celebration of the automobile at the Pebble Beach Concours d'Elegance. Stroll the show field, watch the world's greatest collector cars being judged, and enjoy a spectacular display of features and special classes. Visit Concours Village and immersive manufacturer displays, and make sure to stop by RetroAuto and the official Concours merchandise locations for a highly curated selection of rare collectibles and memorabilia. End your day at the awards show where we celebrate our winners and award the coveted title of Best of Show.

CLUB d'ELEGANCE

Attend the Concours and enjoy respite at the Club d'Elegance, located in an elegant tent at Parc du Concours, a short shuttle ride away from the show field. The only VIP experience offering both a gourmet breakfast and lunch with all-day hosted beverage service, providing an elegant all-day experience.

THE VENUE *Above the Concept Lawn*

The Venue Above the Concept Lawn enjoys the very best view of the automotive industry's latest concepts. Not only will you enjoy great cars while walking the show field, but this VIP experience offers a sweeping view of all the concept cars while enjoying a gourmet luncheon buffet and hosted beverage service inside The Venue, located above the Concept Lawn at The Lodge.



Enjoy views of the latest concept cars from The Concours Gallery and The Venue Above the Concept Lawn

Guests are encouraged to bring a blanket and chairs and enjoy a picnic on The Lodge lawn.

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Patron's Patio at the Winner's Circle



Chairman's Hospitality at The Lodge

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