



**Come see us in Monterey!**

Welcome to the Monterey preview issue of the Chubb Collector Car Insider. As always, our goal is to provide interesting and relevant content to our car enthusiast clients.

In addition to our regular columns from David Gooding (President and CEO of Gooding & Company) and Keith Martin (Publisher of Sports Car Market magazine), our featured client is Stephen Holmes.

We met Stephen and his wife Debbie last summer in Carmel at The Quail, A Motorsports Gathering, where they were displaying their 1953 MG TD adjacent to the Chubb display area. We started chatting, and soon struck up the kind of friendship that can only happen in the collector car world. You can read Stephen's profile on page 4, and see his 1946 Ford Woody Super Deluxe at The Quail this year.

Your comments from our first issue of Insider were very good, but I'm not satisfied yet, so please contact me directly at the email below with your suggestions for future issues. See you on the show field...

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# COLLECTOR CAR INSIDER

## Monterey Arrows Point to Higher Bids

Buyers won't hesitate to spend large sums for very special cars

by Keith Martin

Picture an archer drawing back his arrow. But instead of the tip being a sharpened piece of obsidian, it's a rapier-sharp bidder's number, and it's aimed at the heart of a multi-million dollar Ferrari, Bugatti or Rolls-Royce.

Across the U.S., as well as in Europe and Asia, savvy collectors are doing their homework to prepare for the Super Bowl of the collector car world, Monterey Auction week.

Held this year from August 11 through August 15, more than 800 cars will be offered by five auction companies. Last year, 561 cars sold for \$120m, an average of over \$213k per car. This year, we expect the totals to be higher, partly because the economy continues to improve and partly because more days of auctions have been added.

As specialists in the world of collector car values, we're often asked what we predict will happen this year. We predict we will see world-record prices, and an overall weekend total in excess of \$140m. Why? There are simply more dollars, from the pockets of newly-minted billionaires to the vast resources of Baby-Boomer collectors, than ever before. The number of collectible cars is not increasing, yet the number of people chasing them is. So long as buyers have confidence the bottom is not going to fall out of the economy (and we seem to have turned that corner), they won't hesitate to spend large sums for very special cars.



But there's more, far more to this weekend than old cars going to new owners. If you wish to celebrate Italian cars, there's no better place to do it than at Concorso Italiano, the largest celebration of Italian cars in this country. It brings together a delectable selection of cars, a fashion show, personalities and cuisine. (I admit that I'm prejudiced, as this will be my 12th year as emcee of the event.)

For sheer beauty, the most elegant and perfectly restored cars in the world will be displayed on the 18th fairway at the Pebble Beach Concours d'Elegance. The crowds are large so try to arrive before 10 a.m. Otherwise, every photo of a Delage you take will surely have the arm of someone wearing a plaid sports jacket in the background.

Best of all, the Monterey Historic Races (now known as the Rolex Monterey Motorsports Reunion) provides an excellent opportunity to see four-wheeled works of art moving in anger as they slide around the complicated Laguna Seca race track. Vantage points are many; you'll marvel at just how hard the drivers push these old-but-quick machines. ■

# The Goods

by David Gooding



August is upon us, and with it comes the world's most prestigious car event, the Pebble Beach Concours d'Elegance. This concours attracts thousands of collectors and enthusiasts—passionate connoisseurs and new visitors alike—and, as they celebrate Alfa Romeo's Centennial, Jaguar's 75th Anniversary, the cars of Pierce Arrow and the designs of Ghia, this year's concours will be very special. As the official auction house of the Pebble Beach Concours d'Elegance, we are thrilled to once again present more than 130 exceptional collector cars at our Gooding & Company auction on August 14 and 15 at the Pebble Beach Equestrian Center.

My team and I are very enthusiastic about sharing this year's cars with you, as our consignments range from classic cars from Hollywood's Golden Era cars to historic racing cars, to wild Italian coachbuilt sports cars. Three of our star consignments: the Marx Brothers' 1927 Mercedes-Benz S Boattail Speedster, the 1933 Alfa Romeo 8C 2.3 Monza and the 1961 Ferrari 250 GT SWB "SEFAC" Hot Rod, are examples of cars with exciting and remarkable provenance and pedigrees certain to capture everyone's attention. We are anticipating a thrilling and record-breaking auction, and I hope you can join us.

In several weeks, when the excitement of Pebble Beach starts to fade and we look towards the end of the year, I will ask my colleagues the same questions that I do following every auction we conduct—what surprised us in this constantly evolving market and why? Is there one underlying recommendation I can offer to collectors based on this experience?

I look forward to sharing these answers with you, along with more of my personal analysis on the automotive events of 2010 in the next issue of the Chubb Quarterly. In the meantime, I hope to see you in August! **CC**



## Ten Cars to Watch in Monterey

Each August, a handful of auctions on the Monterey peninsula draw exceptionally rare and expensive cars to the American market, and this year's sales are shaping up to break records. Here are ten cars to watch:

**1 1958 Ferrari 250 "Pontoon Fender" Testa Rossa Racer, s/n 0738 TR.**

RM Auctions, Monterey, CA  
One of 21, raced in South America from new.



**2 1961 Ferrari 250 GT SWB Berlinetta SEFAC Hot Rod.**

Gooding & Company, Pebble Beach, CA  
The Scuderia Serenissima car, took third place overall at the 1961 Tour de France.



Tom Wood ©2010 Courtesy of RM Auctions



**3 1956 Maserati 200 SI Racer**

Gooding & Company, Pebble Beach, CA  
Factory Works and development car, raced by Stirling Moss, Jean Behra, and Piero Taruffi.



**4 1959 Ferrari 250 GT LWB TdF Competizione Berlinetta, s/n 1321GT**

Mecum Auctions, Monterey, CA  
One of 82, took first place in the GT class and third overall at Le Mans in 1959.



**5 1931 Bugatti Type 51 Grand Prix Racer**

RM Auctions, Monterey, CA  
Raced at the Targa Florio in the '30s, noted to be among the finest surviving examples.



**6 1930 Mercedes-Benz 30/250 SS 7.1 Liter Sports Tourer**

Bonhams & Butterfields, Carmel, CA  
In single family ownership since 1955, and still very original.



**7 1970 Porsche 917 (K) Racer**

Bonhams & Butterfields, Carmel, CA  
Raced by Mike Hailwood at Le Mans in 1970 in Gulf Oil colors.



**8 1969 Ford Mustang Boss 302 Trans Am Racer**

Russo and Steele, Monterey, CA  
Raced by Parnelli Jones. One of two prototypes, built as a one-of-a-kind "Daytona Special."



**9 1967 Chevrolet Corvette L88 Convertible**

Mecum Auctions, Monterey, CA  
The first RPO L88 built, and one of only 20 produced in 1967.



**10 1965 Shelby Cobra 289 roadster, CSX2461**

Russo and Steele, Monterey, CA  
No-stories restoration, excellent documentation from new.

# Top Five Car Events in Monterey

The must-see events of the motorhead's Monterey week

by Jim Pickering

During the second week in August, Monterey becomes an automotive Mecca, with high-end auctions, concours, and driving events all taking place in and around town. But with so much going on, where should one start? Here are five must-see car events to help you make the most of your Monterey week.

## 5 Concorso Italiano

If you love Italian cars, this is the place for you, as everything from vintage Alfas to late-model Ferraris and Lamborghinis will be on-site for you to see up close. More than 16 Ferrari F40s are expected, and Leonardo Fioravanti—the F40 project director—will be an honored guest. Corvettes at Concorso puts some beautiful American sports cars on the scene.

August 13, 9am to 5pm. Laguna Seca Golf Ranch. Cost: \$110. [www.concorso.com](http://www.concorso.com)

## 4 The Monterey Motorsports Reunion

Are concours and shows too static for you? Head to the track to see vintage metal battle it out in wheel-to-wheel action. Be sure to wander the pits, as the sights, smells, and sounds of original Ferrari 250 SWBs and Jaguar D-types are well worth the price of admission. August 12-15, 7am to 6pm. Mazda Laguna Seca Raceway. Cost: Friday, \$40; Saturday, \$60; Sunday, \$50; Saturday and Sunday pass, \$90; three-day pass, \$120. [www.mazdaraceway.com](http://www.mazdaraceway.com)



Monterey Motorsports Reunion

## 3 The Quail, A Motorsports Gathering

The Quail features some of the greatest cars and motorcycles in the world in an exclusive setting, and the food is some of the best on the peninsula. Only 3,000 tickets are offered each year, and although the 2010 event is already sold out, you can sometimes find tickets for sale on eBay and Craigslist as the event draws closer. August 13, 10am to 4pm. Quail Lodge, Carmel. Cost: \$400, which includes parking, lunch, beverages, souvenirs, and admission to the Bonhams & Butterfields auction. [www.quaillodge.com](http://www.quaillodge.com)

## 2 Collector Car Auctions

Gooding & Company, RM, Bonhams & Butterfields, Russo and Steele, and Mecum all host collector car auctions in the Monterey area, with everything from \$5m Ferraris to \$15k Camaros available. Even if you're not in the market for another car, watching heated bidding over a very rare and very expensive example is great fun. Dates, times, and prices vary. See [www.goodingco.com](http://www.goodingco.com), [www.rmauctions.com](http://www.rmauctions.com), [www.bonhams.com](http://www.bonhams.com), [www.russoandsteele.com](http://www.russoandsteele.com), and [www.mecum.com](http://www.mecum.com) for more information.



Pebble Beach Concours d'Elegance

## 1 Pebble Beach Concours d'Elegance

This is one of the premier concours events of the year, and the 175 cars on display on Pebble Beach's 18th fairway are the best of the best, judged for historical accuracy, technical merit, and style. This year, Alfa Romeo, Pierce-Arrow, and Jaguar are the featured marques. August 15, 9am to 5:30pm. Cost: \$150 in advance, \$175 at the gate. [www.pebblebeachconcours.net](http://www.pebblebeachconcours.net) **CC**

# Collector Cars and the Law: Fraud Comes to Visit a Corvette Internet Sale—and Then Stays a While

Upon receiving the “one-owner” Corvette, the Buyer discovered it had at least two prior owners and a rusted frame

by Bruce Shaw

All 50 states now have on their law books a Consumer Fraud Act (CFA) of some nature, crafted to each state’s individual needs. The gist of a Consumer Fraud Act is to give the consumer an easy method—and leverage—to bring a private action or lawsuit against any business or commercial enterprise that uses fraudulent or deceptive acts in their sales or advertising practices to snare the consumer into a bad business deal.

Penalties for violation of a CFA can be fairly harsh, with double and triple damages, court costs, and attorney fees levied against the defendant if found guilty. In fact, New Jersey’s Consumer Fraud Act was purposely designed to be one of the strongest consumer laws in the United States. Triple damages are mandatory for any violation, and a consumer need only prove a seller’s unlawful conduct and an actual loss.

Moreover, New Jersey has expanded its definition of who the act reaches, and the “tortfeasor” (bad guy) no longer has to be a commercial business—instead it could be the private-party seller of a used car. In other words, you. Specifically, the Statute reaches *any person* who acts, uses, or employs *any* unconscionable commercial practice, deception, fraud, false promise, misrepresentation, or knowing concealment/omission of a material fact with the sale or advertisement of *any* merchandise.

## When that rusty hulk you sold bites back

Enter an actual Consumer Fraud Act civil case involving a Corvette: New Jersey and Lyle Real v. Radir Wheels, Inc. and Richard Conklin, or Case No. 198 NJ 511 for short.

In this case, a Missouri consumer (Real) purchased a 1970 Corvette from



*It's wise for a seller to know the laws governing consumer fraud in his state*

a New Jersey seller (Radir/Conklin) through an Internet auction. The Seller’s Internet address and phone number were both registered to his corporation, Radir Wheels.

The Buyer relied on the Seller’s written Internet description of the Corvette and telephone conversations with the Seller to confirm that the Corvette was a one-owner vehicle, had a good frame, and was roadworthy. The Buyer tendered \$13,651 to the Seller as the winning bidder, with the check made payable to Richard Conklin.

In return, the Buyer received the vehicle and a title in the Seller’s name (Richard Conklin) in a Radir Wheels envelope. Upon receiving the Corvette, the Buyer discovered it was not as advertised or as orally stated by the Seller. The Corvette had at least two prior owners and a rusted frame, the latter meaning it could not be registered in Missouri.

In such condition, the Corvette’s fair market value was estimated at \$5,000. But for some baffling reason, perhaps ignorance of the rights afforded him under the CFA, the Buyer proceeded to spend an additional \$40,000 on the Corvette to bring it to roadworthy condition.

The Buyer then brought a lawsuit against the Seller’s corporation, Radir Wheels, as well as against the Seller *individually* as Richard Conklin. The lawsuit claimed violations of the New Jersey Consumer Fraud Act for misrepresentation, fact concealment surrounding the advertising of the Corvette, and that Conklin and Radir Wheels were car dealers and merchants.

## Proving fraud is just the beginning

Under the New Jersey Consumer Fraud Act, a consumer only needs to show two facts: unlawful conduct in violation of the Act by “any person,” and an ascertainable loss (legal speak for a verifiable / actual loss) caused by the violation.

If the consumer can prove the above, he is mandated by law to receive triple damages, attorney fees, and court costs. But in our particular case, the Seller argued that he did not misrepresent the Corvette, was not a “car dealer,” and was not subject to the Act’s reach—nor was his corporation.

When the case went to trial, the court held that all the actions by the Seller were Conklin’s alone and dismissed the claims against the Seller’s corporation, Radir Wheels. Additionally, the trial court found that Conklin qualified as a “dealer” under the Act, and that his actions were unlawful and subject to the awarding of damages to the Buyer under the Act.

Specifically, the court held that the Buyer’s ascertainable loss was the sales price minus the actual fair market value at the time of purchase (\$13,651 – \$5,000 = \$8,651). The court then tripled that amount to \$25,953 and tacked on another \$36,000 for attorney fees and costs, for a total of \$61,953 due to the Buyer.

## The plot thickens under appeal

Understandably, Conklin appealed this decision, and the Appellate Division held there was no evidence that Conklin was a “dealer” or a “merchant” under the Consumer Fraud Act. It furthermore dismissed the Buyer’s CFA complaint and the triple damages, but held that Conklin had committed common law fraud and so awarded the Buyer \$8,651 in damages.

But the case still wasn’t over, as the Buyer next petitioned the New Jersey Supreme Court, which granted certification (a decision that the Buyer’s case was valid). In doing so, the Court held that the Act reaches to any “person,” and is not limited to simply “dealers” and “merchants,” and stated that the definition of “person” includes “any natural person, partnership, corporation, company, trust, employee, salesperson....”

At the end of the road, New Jersey’s Supreme Court reinstated the judgment of the trial court. This means that the Seller—who originally sold the car for \$13,651—wound up paying the Buyer approximately \$61,953 in damages, court costs, and legal fees for his fraud.

So what is the lesson to be learned here, especially for sellers? On a formal level, you should read your own state’s Consumer Protection Statute (including any CFA, if applicable), be aware of what constitutes a violation, and be aware of who can be held accountable under the Statute.

But above all, tell the truth to the best of your knowledge when you describe a car. Be aware that any explicit statements you make, such as “one-owner,” can get you into big trouble if they are not true, and you knew that when you made them. Remember that a quick buck made through a misrepresentation may cost you thousands of dollars down the road, and ask yourself if you really want to be in that position. ■

*BRUCE SHAW, ESQ. is an attorney specializing in collector car fraud. He is a former Bloomington Gold instructor, and an NCRS national judge. His comments are general in nature and are not intended to substitute for consultation with an attorney.*

# Featured Museum



## Classic Car Club of America Museum

6865 Hickory Road  
Hickory Corners, MI 49060

One of the top attractions at the growing Gilmore Car Museum campus is the Classic Car Club of America Museum, which is the only museum in the world devoted to the great classic automobiles of the 1920s, 1930s and 1940s

The CCCA Museum contains important classic automobiles—and a spectacular collection of radiator mascots, including those from the classics. Rare and unusual aftermarket mascots, such as those from Lalique, are also on display. Ray Dietrich’s actual drafting table, where the lines of so many memorable Classic Era automobiles first took shape, is a popular attraction.

Located adjacent to the CCCA Museum is the extensive Library and Research Center, which contains the library of the late automotive historian Beverly Rae Kimes. The files of several custom coachbuilders are also in the library. An appointment is needed to visit the library.

Each year, the museum holds a “Grand Experience” on the Gilmore Car Museum campus that featured a specific group of Classics. The 2010 theme was “Closed Cars.” In 2011, the spotlight will be on cars built in Indiana.

The Gilmore Car Museum campus has become a destination for collector car enthusiasts. The campus also hosts the new Franklin Museum, Pierce Arrow Museum and Tucker Archives. More growth is ahead, as three new museums are planned: The Cadillac-LaSalle Museum, Ford Model A Museum and Lincoln Motor Car Museum.

Admission is \$10 for visitors 16 and older. Seniors and AAA members pay \$9, and admission is free for children 7 and younger. The museums are open from 9am to 5 pm daily from May 1 through October 31. For more information, visit [www.gilmorecarmuseum.org](http://www.gilmorecarmuseum.org) or call 269.671.5089—Jay Quail, CCCA Executive Director. ■

Photo credit: Walt Herip

# Client Profile

## Stephen Holmes, Marin, CA

I would describe myself as being a collector car enthusiast. For some folks, owning a collector car may be a hobby, but it is more than a hobby for me.

My collector cars are part of my life. I’ll use my 1946 Ford Woodie to help explain. I collect books about this car. I know when and how it was made, its evolution over time, the people involved, and so on. With my Woodie, I know where the wood came from, and that Ford got into “Kingsford” charcoal because of the Woodie car, as they didn’t want to waste sawdust!

Our cars give my wife and me pleasure, and they also give pleasure to other people. They love the authenticity of the cars and their inherent beauty. Many people have a story or memory about one of these wonderful cars. They want to share these memories with us, and we enjoy hearing about them. This is pure pleasure.

Sometimes we visit the beach with our Woodie. The older surfers often reminisce about sleeping in a Woodie. If you go to the East Coast, the islanders remember the lodge Woodies bringing summer guests in from the ferry.

My wife got me into this car thing. I was born in 1946—the same year our Woodie was born. I didn’t know that I wanted, needed, or even desired a Woodie. But my wife did. It took her over three years to find this Woodie. She wanted a 1946 Ford, in mostly-restored condition. Then she surprised me with the car.



1946 Ford Woodie

The best classic cars for me are not based on the car’s lines, their rarity or dollar value. For me, the best classic cars are those that give joy, resurrect long-forgotten fond memories and create new ones.

Our favorite car show is a Sunday drive in one of our collector cars. Inevitably, we enjoy our own little car show, as lots of people want to touch it, get in it, photograph it and talk about what it means to them. Believe me; this happened again just this past Sunday. ■



## Market Analysis: 1929 Alfa Romeo 6C 1750 Gran Sport

6C 1750s have always been at or near the top of collectors' lists, and here heritage, provenance, and condition trumped conventional wisdom

by Donald Osborne

Chassis number: 0312940

**A**lfa Romeo introduced the 1,752-cc, 6-cylinder cars designed by Jano in 1929. Adept on both road and racing circuits, the engine proved reliable and powerful, offering impressive output from its relatively small displacement.

Further benefiting from excellent handling, the car, in top factory racing engine trim, could comfortably exceed 100 mph. The 6C 1750 is significant for introducing in-house-manufactured sedan bodies, along with those produced by firms such as Touring, Castagna, and Zagato, among others.

Three models were available—the single-overhead-cam Turismo with a 122-inch wheelbase and a maximum speed of about 70 mph, the twin-overhead-cam Gran Turismo with a 108-inch or 114-inch wheelbase and a top speed of about 80 mph, and the Gran Sport or Super Sport, a supercharged Gran Turismo producing 85 hp and a top speed of 95 mph. Regardless of the version, the 6C remains today one of the most compelling and desirable of all Alfas. All told, Alfa Romeo built a total of 2,579 1750s through 1933.

This spectacular Alfa has a well-known, documented history. A supercharged GS example, it was sold new to Mr. Di Brigatti of Milan, Italy, on June 28, 1929. Its second owner, also a Milanese citizen, was Mr. Giuseppe Fantacci, who later took the car with him to the United States as a duty-free entry. Rather than exporting it back to Italy, he sold the car to well-known author and collector Ralph Stein. During the 1950s, the car came under the ownership of Alec Ullman, who is remembered for organizing the 12 Hours of Sebring and the United States Grand Prix.

It would then become the property of various collectors in New York and has since been restored by David Pruitt of Alfa Workshops, sensitive to its original condition. The Alfa still wears its old Florentine registration plate

and includes its full restoration file, along with a certificate of the Automobile Club Italia showing its original Italian registration.

**SOLD!** This car sold for \$865,208, including buyer's premium, at RM's Automobiles of London Auction in England on October 28, 2009.

The collector car world, like Hollywood, has its bona fide stars, celebrities, has-beens, and former reality show players. The ranks of has-beens are full of former celebrities who proved they weren't on their way to being stars after all, and the brilliant light of the reality show player shines briefly indeed.

It's not hard to place collector cars into the various categories. Try it with your friends over a few of your favorite adult beverages; it's bound to be entertaining. That said, in the interest of keeping the SCM inbox free of burning email, I will abstain from doing so here.

The fact is, however, that if a car has the stuff, it always shows in the end. There's no doubt the Alfa Romeo 6C 1750 is one of the top-ranked cars of all time. It has a reputation hard-won in competition and it certainly made Ugo Zagato a famous man. When many visualize a pre-war Alfa, it's probably a Zagato-bodied 6C 1750 in their mind's eye. No wonder—it's one of those cars that just looks right, a perfect blend of smooth and aggressive.

Of course, when new you bought a 6C 1750 chassis with drivetrain and clothed it in whatever coachwork you wanted; until recently, not many enthusiasts cared for the more mundane cabriolets, coupes, and sedans. Many became Zagato replicas and more's the pity.

### Delightful for the clothes it wears

This car is delightful in that it retains its original body rather than a



RM Auctions

sexier replica Zagato body, even if it serves to demonstrate the true beauty of the more desirable design. It is also a testament to the aggressive use to which it was put when new to learn that it needed a repaint and interior re-trim when only eight years old.

To my mind, it's unfortunate that Ralph Stein felt compelled even then to switch the color from the original gray to red, but I suppose nothing really changes when it comes to the perception of Italian high-performance cars. Somehow red is their natural color, no matter in what hue they left the factory. Even if the closest you get to competition is the parking lot at the racetrack, it's got to look the part.

To be fair, of course, this car's top-line spec does entitle it to wear red paint if it chooses. It is, after all, the same short-wheelbase, supercharged-engine chassis which powered the 6C 1750 to impressive results in race after race in 1929, '30, and '31. Research has determined that this car didn't begin life with a blower; however, it was a common fitting to the short-wheelbase Gran Turismo chassis, and apparently this car has had the supercharger for quite a long time.

Some observers in the U.K. felt the car was a bit over-restored, but that's very much a personal perception. It certainly appeared in photographs to be finished to a very high level, and the care taken and expense incurred in doing this work on a non-Zagato-bodied car is to be commended.

Many who are active in pre-war Alfa circles were astonished by the strong result this car achieved. After failing to meet reserve on the block, a post-sale deal was concluded at \$865,209 on its estimate of \$800k–\$900k. To place the sale in perspective, in the confident August 2008 market, Gooding & Company achieved \$1.3m for a superbly restored Zagato 6C 1750, and Bonhams & Butterfields got \$1.1m for an example with Scuderia Ferrari history and a nice patina.

### Don't forget the Hollywood factor

More recently there was confirmed private sale of \$500k for another Zagato with a good period competition record and an original body in need of about \$100k in work to complete it. In this light, this non-Zagato street car by a little-known body maker can certainly be considered well sold indeed.

However, it's important to consider another dynamic—the Hollywood factor. With the softening in most prices has also appeared a curious strength in certain pockets, and that's where the Hollywood factor comes in. In any market, especially a soft, buyer's market, the smartest money realizes that what may seem a bargain today since it's fallen so far will likely be the last thing to appreciate in an upturn—if it does at all.

So buying the best you can when it comes available is in the long term the genius play. Since 6C 1750s have always been at or near the top of collectors' lists practically since they were new, it shouldn't surprise that heritage, provenance, and condition trumped conventional wisdom. Well sold, therefore, but also a smart buy.

(Introductory description and photos courtesy of RM Auctions). ■

## Five Non-Car Things to do in Monterey

It's not all about the cars—at least for some of us

by Chester Allen

**M**onterey—at least during a special week in August—is completely nuts over wonderful cars, car people and car events. But an unlucky few of us don't have motor oil pumping in our veins.

Luckily, there are plenty of interesting spots to visit and things to do. Here are five of the best:

**1** Discover the Monterey Bay Aquarium, which brings visitors to the world of a living California kelp forest. Giant sea bass, leopard sharks and school of sardines fin around 20-foot-tall stalks of kelp. Divers feed fish at 11:30 am and 4 pm each day. The aquarium is located on Cannery Row in Monterey. Hours are 9:30 am to 6 pm on weekdays and 9:30 am to 8 pm on Saturdays and Sundays. [www.montereybay-aquarium.org](http://www.montereybay-aquarium.org) or call 831.648.4800.



Carmel Mission

located at 3080 Rio Road, Carmel 93923. Visit [www.carmelmission.org](http://www.carmelmission.org) or call 831.624.1271 for more information.

**2** Golf is as big a deal around Monterey as fine cars, and even the public courses are rated among the top in the world. Golf Digest magazine rates Spyglass Hill Golf Course 11th of the top 100 public courses in the United States

Log onto [www.pebblebeach.com](http://www.pebblebeach.com) or call 1.800.654.9300 for more information on tee times.

**3** The Carmel Mission existed for 114 years before Karl Friedrich Benz coaxed the first gasoline-powered car to life in 1885. The mission is open from 9:30 am to 5 pm Monday through Saturday, and from 10:30 am to 5 pm on Sundays. Carmel Mission is

**4** Some call it touristy, while others wouldn't miss the shops, restaurants, hotels, galleries, wine tasting and IMAX Theater that stretch along the waterfront streets of historic Cannery Row. For more information, visit [www.seemonterey.com](http://www.seemonterey.com)

**5** Few places on the Monterey Peninsula coastline are more stunning than Point Lobos State Natural Reserve. Rocky points and weather-twisted trees contrast with the surging, blue waters of the Pacific Ocean. This gorgeous spot is just three miles south of Carmel on Highway 1, so you won't have to spend much time in the car at all. ■



Point Lobos

## 20th Annual Bell Lexus Copperstate 1000

**T**he Copperstate 1000, a vintage car road rally that explores Arizona's spectacular scenery, left Tempe on April 14 for a trip through 1,000 miles of the state's northern regions.

The pre-1973 sports, racing, and GT cars that were introduced at the "Field of Dreams" as they left Diablo Stadium were selected from over 200 applicants. They included six Shelbys, 17 Ferraris, 16 Jaguars, and five Aston Martins.

The first day's journey to the Grand Canyon entailed 270 miles of driving. The spectacular beauty of the Grand Canyon, as deep as 6,000 feet and 277 miles in length, won over all.

The Enchantment Resort, in Sedona, provided accommodations for two evenings. The facility, nestled in the sandstone that makes up the natural beauty of the red and orange rock formations, was a breathtaking backdrop for the automobiles. The 23-mile trip over Mingus Mountain and into Jerome tested the handling capabilities of both car and driver and certainly the patience of those who got stuck behind a 40-foot motorcoach.

The final day included lunch at Saguaro Lake Ranch. The 20th running of the Copperstate 1000 included wonderful people, exotic cars, and incredible scenery. Automotive Nirvana. But did we really expect anything less? ([www.copperstate1000.com](http://www.copperstate1000.com))—**Carl Bomstead**. ■



willbester.com

Is your insurance policy getting as much care as your car?

Don't start your driving season until you've made sure that your collector car is properly protected for its summer schedule. Call your agent or Chubb at 1 (866) CAR-9648 to review your current coverage.

[www.chubbcollectorcar.com](http://www.chubbcollectorcar.com)



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# COLLECTOR CAR INSIDER

## Upcoming Events

DRIVE your car, or watch others drive theirs  
 LOOK at autos on display or competing in concours

BUY the car of your dreams at auction  
 CHUBB will be present at event

### AUGUST

1-8		Hot August Nights	Reno, NV
2-11		Pebble Beach Motoring Classic	Monterey, CA
5-8		Northwest Classic Rally	Oregon
11-15		Gooding & Company Auction	Pebble Beach, CA
14		Sports Car Market Insider's Seminar	Pebble Beach, CA
12-14		RM Auction	Monterey, CA
12-13		Bonhams Auction	Carmel Valley, CA
12-14		Russo and Steele Auction	Monterey, CA
13		Concorso Italiano	Monterey, CA
13		The Quail Motorsports Gathering	Carmel Valley, CA
13-14		Mecum Auction	Monterey, CA
15		Pebble Beach Concours d'Elegance	Pebble Beach, CA
21		Morgan Adams Concours d'Elegance	Denver, CO
21-22		Masterpiece Concours	Milwaukee, WI
22		Geneva Concours	Geneva, IL
27-29		Corvettes at Carlisle	Carlisle, PA

### SEPTEMBER

11-12		Fairfield Concours	Fairfield, CT
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12		Chico Concours d'Elegance	Chico, CA
13		Kirkland Concours	Kirkland, WA
17-19		Glenmoor Gathering	Canton, OH
17-19		Goodwood Revival	Chichester, UK
17-19		Corvette Funfest	Effingham, IL
17-19		Sunriver Festival of Cars	Sunriver, OR
19		Buckingham Concours	Holicong, PA
19		Dayton Concours	Dayton, OH
30-10/3		Gullwing Group Convention	Saratoga Springs, NY

### OCTOBER

1-3		Louisville Concours d'Elegance	Louisville, KY
3-7		Bluegrass 1000	KY
3		Niello Concours at Serrano	Gold River, CA
6-9		Antique Auto Club of America Eastern Fall Meet	Hershey, PA
15-17		Lake Mirror Classic Auto Festival	Lakeland, FL
29-31		Savannah/Hilton Head Speed Classic	Savannah, SC
29-11/7		Hilton Head Island Concours d'Elegance	Hilton Head, SC
30-31		Santa Barbara Concours d' Elegance	Santa Barbara, CA