

PRESIDIO OF SAN FRANCISCO



CONCOURS  
D'ELEGANCE

JULY 19, 2009

# FINE ART PHOTOGRAPHY



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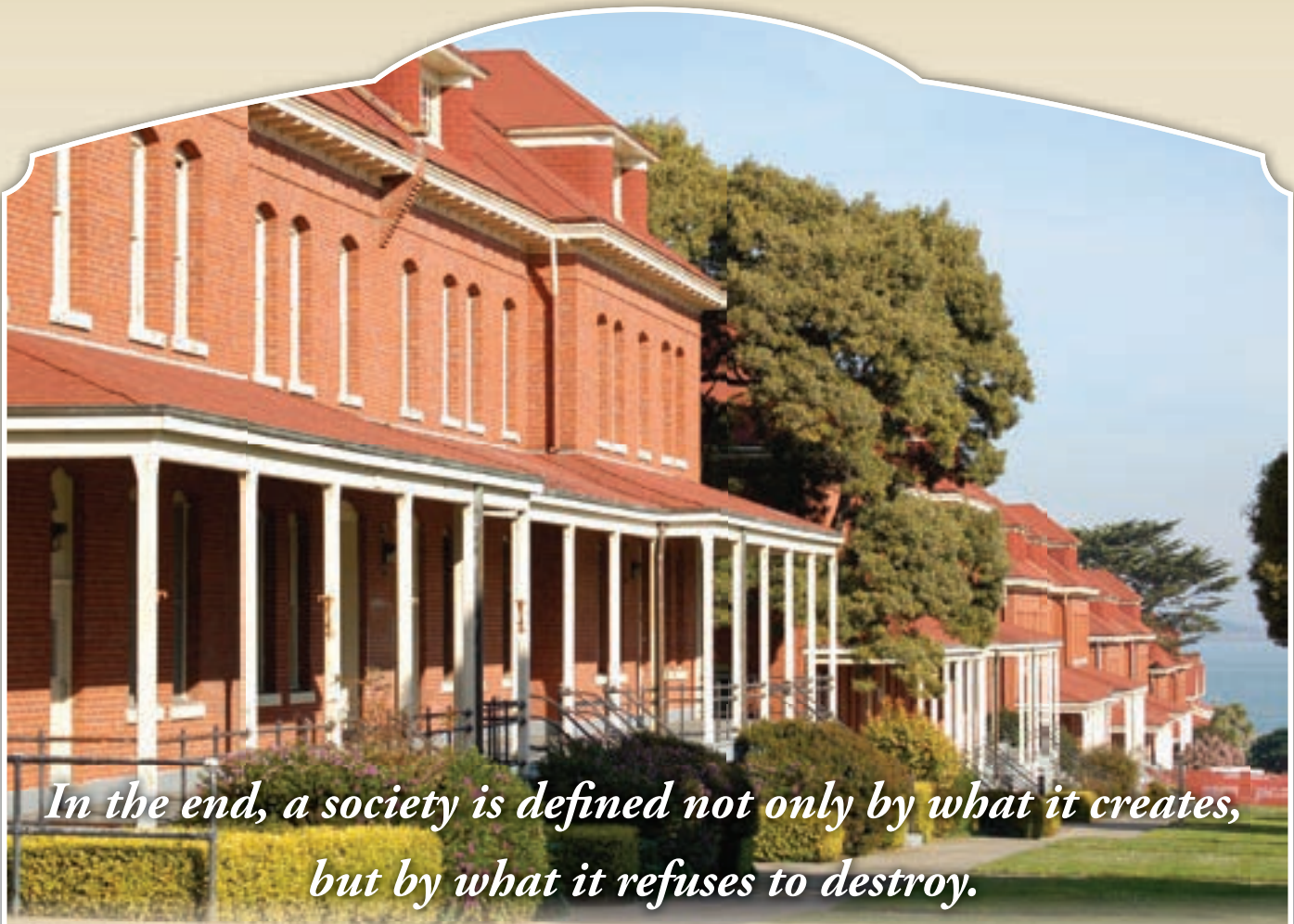


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*In the end, a society is defined not only by what it creates,  
but by what it refuses to destroy.*

JOHN SAWHILL

The Presidio Historical Association (PHA) has cared for the Presidio of San Francisco since 1958. The PHA rehabilitated the monumental Fort Point, the Civil War era fortress guarding the entrance to San Francisco Bay, and established and operated a popular Presidio history museum.

Today, the PHA is still an educational organization, and a more active one. It has proposed a History Center. It seeks to protect and preserve this National Historic Landmark, the Presidio Main Post, called "The Plymouth Rock of the West". PHA speaks up for those future generations who will want to experience the Historic Landmark Presidio and understand the intertwined history of the Presidio, the people who served there, and the nation.

The PHA works with the National Park Service, the Presidio Trust and other organizations in its effort to keep the historic Presidio a unique and beautiful National Historic Landmark.

As preservationists, we of the Presidio Historical Association are of a kindred spirit with the owners and restorers of the

magnificent automobiles adorning the Presidio's Historic Main Post Civil War Parade Ground. As historians, we welcome the return of Concours d'Elegance to the Presidio, after a thirty-seven-year hiatus.

We want to thank each person at the Concours for their support of the Presidio and its heritage. A special thanks goes to the Concours hosts, Brian & Michele Moore of Premier Concours Promotions, for honoring PHA, the Concours' sole nonprofit beneficiary. If you would like to learn more, please contact the PHA through its website, [www.presidioassociation.org](http://www.presidioassociation.org) or visit the PHA Vendor Booth at the Concours.

Gary Widman

*President, Presidio Historical Association*



# WELCOME



Thank you for joining us for the inaugural Presidio of San Francisco Concours d'Elegance. How thrilling it is to present an event at this historical location, in one of the world's most famous and beautiful cities, with its memorable landmarks. We are excited to begin a new tradition in the City of San Francisco, as well as commemorate the traditions of the past, when a concours was held at this site and road races were held in Golden Gate Park.

This year, we proudly celebrate the ninetieth anniversary of the marque of Bentley, as well as honor Brian's favorite classic, the marque of Packard. He has a fondness for that particular make, probably because of his dad's love of that motorcar brand, his first being a 1942 Clipper, which is pictured on this page and was used for his parents' 1951 Bay Area wedding get-away.

To the Founder of The Presidio of San Francisco Concours d'Elegance, Pat Wille, who presented us with this fantastic opportunity, we extend our most heartfelt gratitude. It has been a long journey, started by him, to have this concours happen in all of its glory; the ball he started rolling just couldn't be stopped.

We are proud of the entries and appreciate the owners who joined us today to display some of the most rare and significant motorcars in history. In having the Presidio as a backdrop for this event, we are in awe of the historical significance of this location and what it represents, as we remember and are thankful to all who serve in the military, keeping us safe today.

An event of this scope requires many long hours, put in by many people who we cannot thank enough. From the participation of the

FCA, CCCA and SCCA, who provide us with knowledgeable judges, keeping to the standards of a true Concours d'Elegance, to the hard work and wise advice of our Board Members, especially Jeff Kenyon, to the writers whose works shine in this event program, we thank you, one and all. To everyone who supports this event, from the spectators to our generous sponsors, advertisers and vendors, really, we could not have done it without you.

A special thank you goes to all of our volunteers, who have given of their time on our behalf. Some came from as near as the Bay Area, to the people of the Solid Rock Faith Center in El Dorado Hills and one gentleman who came all the way from Nevada.

We are proud to have as our event beneficiary the Presidio Historical Association and are thankful to its many members volunteering here today. Preserving this historical landmark for future generations to enjoy is a very important cause and we are honored to support them.

Most importantly, we thank God for the strength He gives us and the miracles performed to bring this event to fruition. After all, there has not been a Concours d'Elegance in the Presidio since 1972, and there has never been one held in a National Park.

Please accept our personal invitation to join us on October 4, 2009 for the Niello Concours at Serrano. We are excited to have another opportunity to bring you an exceptional automotive weekend of Concours excellence.

BRIAN AND MICHELE MOORE, EVENT ORGANIZERS





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# PRESIDIO OF SAN FRANCISCO CONCOURS D'ELEGANCE

JULY 19, 2009



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# AWARDS

## THE PRESIDIO OF SAN FRANCISCO CONCOURS D'ELEGANCE BEST OF SHOW AWARD

### CLASS AWARDS

THE REWARD OF A LIFETIME BENTLEY AWARD

ASK THE MAN WHO OWNS ONE PACKARD AWARD

THE REDMOND F. KERNAN, III HONORARY AWARD

THE HONORARY JUDGES AWARD

THE MOST ELEGANT MOTORCAR AWARD

THE GUARDSMEN CUP AWARD



## REDMOND F. KERNAN, III AWARD

AN AWARD TO REPRESENT THE CHARACTER  
OF AN ADVOCATE FOR THE PRESIDIO OF SAN  
FRANCISCO CONCOURS D'ELEGANCE

When Pat Wille, Founder of The Presidio of San Francisco Concours d'Elegance, thought of bringing Concours back to The Presidio, the first person he called was his good friend Redmond.

During his career as Acting Director of the San Francisco Redevelopment Agency, and even more so after his retirement, Redmond was involved in community issues. He co-founded many neighborhood groups and sat on countless advisory councils, including the San Francisco Planning and Urban Research Association (SPUR) and the California Heritage Council. Redmond had a particular gift of bringing disparate groups together, as well as mediating disputes between the most ardent foes. He was a peacemaker.

But, Redmond's major focus was always the Presidio.

Through the Presidio Historical Association, he helped rehabilitate Fort Point, the Civil War-era fortress at the entrance to San Francisco Bay, and convince the Army to open it to the public. More recently, he helped design the Doyle Drive replacement approach to the Golden Gate Bridge. His efforts on behalf of the Presidio did not go unnoticed; in 2007, the Presidio Trust created the Redmond Kernan Lecture Series.

Most sadly, after a fourteen-year battle with leukemia and lymphoma, Redmond died this past April. Although he will only be with us in spirit, his wife, Dr. Sharon Gadberry, will be choosing and presenting the Concours' Redmond F. Kernan, III Award to the owner of the car that she deems to be most reflective of the character of her wonderful husband.



# PACKARD HISTORY

One of the greatest marques in the history of automobiles, Packard projected an aura of prestige and excellence that was unmatched by any other manufacturer in North America during the years between the two world wars. The first American president to be driven in an automobile to his inauguration rode in one. The president was Warren Harding, the year was 1921, and the vehicle was a big, beautiful, 12-cylinder model dubbed a Twin-Six. Fittingly, the first car to cross San Francisco's Golden Gate Bridge was also a Packard. Many car cognoscenti consider it the only real competition Rolls-Royce ever faced.

The Packard's saga begins with its creation in 1899 by James Ward Packard, whose firm manufactured electrical equipment in Warren, Ohio. Captivated by motor vehicles, Packard purchased one of the first made by the flamboyant Alexander Winton in Cleveland. After encountering many problems with his new car and receiving no help from Winton, Packard began to design a vehicle of his own. Within 14 months, with the help of two engineers lured away from Winton and his own brother, William Doud Packard, he had produced a car he ran successfully on the streets of Warren. From that day in 1899 until 1958, the company produced 1,610,890 automobiles. Its best years of production were 1937 and 1948.

That first model sold easily at a pricey \$1,250 with its single-cylindered engine and Packard's own invention of an automatic spark advance. Wealthy Detroit manufacturer Henry B. Joy purchased one and liked it so well that he convinced his brother-in-law T.H. Newbury and seven other investors to join him in purchasing controlling interest in the Packard Motor Car Company. James Packard remained president until 1909 and board chairman until 1912, but he decided against going to Detroit when the plant moved there.

Always the innovator, Joy hired French designer Charles Schmidt to create a four-cylindered Model K in 1903. The Packard Plant in Detroit was the first designed for car production by the famous architect Louis Kahn. In 1915, Joy, along with general manager Alvin Macanley and engineer Jesse Vincent, developed the model that would put Packard in history books for all time: the sensational Twin-Six. Soon the favorite of tycoons and royalty, the model sold for \$2,600 for a touring car to \$4,600 for the Imperial Limousine on a 135-inch wheelbase.



# AN AUTO BIOGRAPHY

BY JUDYTH BRAVO

During World War I, Packard turned its attention to making racing history with two special racecars with V12 engines designed for aviation use. Both driven by Ralph DePalma, the smaller one earned a sixth at Indianapolis in 1919, while the larger set a record of 149.9 mph at Daytona in the same year. Its average speed of 92.71 mph for the standing mile start stood as the U.S. record for 30 years. Enzo Ferrari credited these racers with inspiring him to make his own 12-cylinder cars.

By 1923, Packard had a significant production lead over Cadillac with its smooth in-line eight. By 1928, it had stopped building sixes and concentrated on straight eights of different bore sizes. The company came close to making a sports car with the Speedster Eight models; however, speed had little appeal for Packard buyers, and only 220 Speedsters were built.

Its constant striving for improvement paid off as Packard met the challenges of the 1930s. On the Twin-Six chassis, the fine coachbuilders such as LeBaron and Brunn made automobiles that defined the classic era in American motor history. During the Depression, Packard remained the leader in luxury sales; however, to protect itself from dwindling sales in 1935, it entered the medium price range with the Packard 120, the creation of George T. Christopher, an engineer wooed from GM to do the job. With its 120-inch wheelbase and \$990 price tag, the new model had great appeal to those who had only dared dream of owning a Packard. The company set its all-time record production figure in 1937.

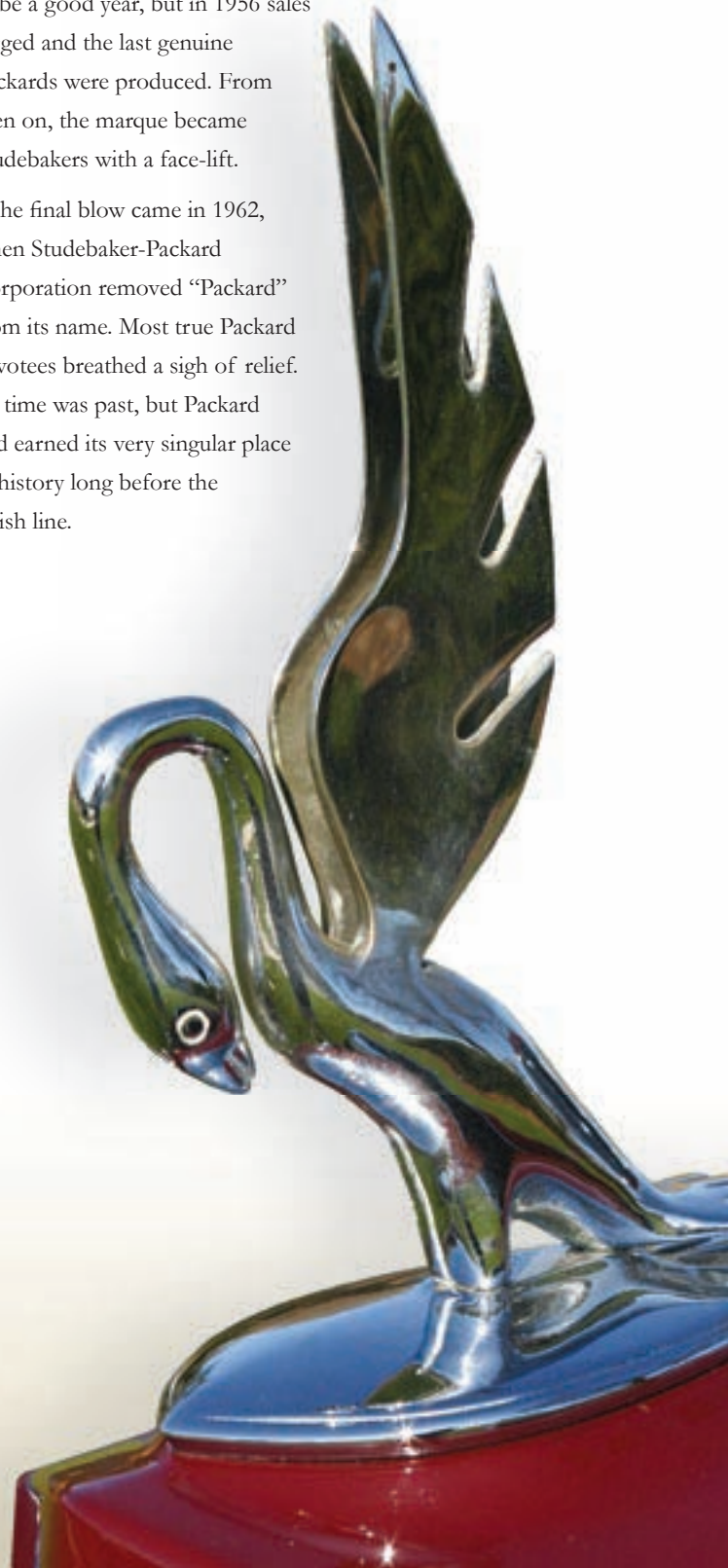
Then, with its handsome new styling for the Clipper model, the company once more became a strong competitor to Cadillac in 1941. After

World War II, Packard resumed production with similar styling for both six- and eight-cylinder engines. Response was great, but the company lacked the political connections of the larger firms to procure the sought-after steel to make its goal of 100,000 cars. Actual production was less than one third that number.

Down but not out, in 1948 Packard produced its own highly efficient

transmission: the Ultramatic. Even with a new body style in 1951, Packard trailed behind General Motors. Then, in 1954, Packard merged with Studebaker, and a Packard with a new look and a new V8 engine appeared in 1955. It proved to be a good year, but in 1956 sales lagged and the last genuine Packards were produced. From then on, the marque became Studebakers with a face-lift.

The final blow came in 1962, when Studebaker-Packard Corporation removed "Packard" from its name. Most true Packard devotees breathed a sigh of relief. Its time was past, but Packard had earned its very singular place in history long before the finish line.



# ADVISORY

*An event of this scope only comes to fruition with the efforts of many talented and dedicated people. Thank you to all of our Board Members who work so hard on behalf of the Presidio of San Francisco Concours d'Elegance. It is truly meant when said...we couldn't have done it without you.*

## JESSE A. BRAVO

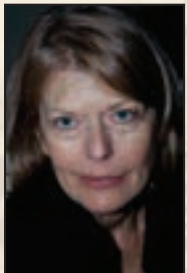


### Official Photographer

Jesse A. Bravo has been racing automobiles since the early 1960's when he campaigned a 1957 MGA on SCCA courses. For the past thirty-five years, Bravo has been involved with SCCA's Concours d'Elegance division, either by showing his silver 1963 Jaguar E-Type Roadster that he personally

restored, or by judging, serving as both its Chief Judge and its Chief of Concours. With past Chief of Concours Steve Miller he authored the SCCA Judging Guidelines used at this time on the field. A graduate of Brooks Institute of Photographic Arts and Science in Santa Barbara, he was class valedictorian, and worked as a commercial advertising photographer and photojournalist. He also served as President and General Manager for TRW's Imaging Systems Division until his retirement in the 90's. Not one to sit idle, he is currently enjoying yet another career as a digital photographer and archivist for the Crocker Art Museum in Sacramento.

## JUDYTH BRAVO



### Consultant

Judyth Bravo finds it difficult to pinpoint the source of her life-long enthusiasm for motor vehicles. Is it the result of her growing up next door to a car dealer who kept a steady stream of new Cadillac's, Chevrolet's and Corvettes parading past her window? Whatever the reason, Judy's enthusiasm to ride in a 1963 XKE Jaguar convertible roadster precipitated

her introduction to her husband of almost thirty years, Jesse Bravo, former SCCA Chief of Concours. A former high school art teacher by trade, Bravo sees the great importance of the Concours d'Elegance lying not in its chances for competition but for its opportunity for education.

## ANTHONY M. DE ARCOS



### Lord's Gym Liaison

Anthony M. De Arcos has over thirty years of professional experience, including fifteen years in the construction industry and over 17 years experience in the Environmental Consulting field. Mr. De Arcos is one of the founding principals in National Analytical Laboratories, Inc. He

has conducted consulting work for Federal, State and Local agencies, along with the private sector, regarding asbestos, lead and mold abatement issues. His true passion, however, is baseball, and on most spring afternoons you can find him at Oakmont High School, working with their upcoming and promising pitchers. On the weekends you'll find him at home with his family of seven and on Sundays teaching toddlers at Solid Rock Faith Center.

## BOB FINKBEINER

### Event Logistics



Bob was raised by a car crazy dad who loved and restored antique automobiles. One event that spurred his passion was when their dad asked Bob & his brother if they would rather have him accompany them to Cub Scouts or stay home with him and work on the old cars. Their response was instant and unanimous.

Working with and learning from their dad about cars would lead to a lifelong bond and passion. Bob grew up loving not only antiques but anything with a gas pedal and a brake. He was not old enough to drive (legally) when he bought a 1929 Model A Coupe which he still has. And not many high school seniors owned a 1960 Corvette, but Bob did and was happy to drive the Homecoming Queen in the parade.

One of Bob's favorite pastimes is hunting for "vintage tin". He and his father spent many fun filled days in the backlands of South Dakota looking for that elusive antique car someone left beside an old barn and forgot about. When not playing with his cars or looking for a barn find, Bob works as a project manager for 5 Star Services, he also owns Capitol Kirby in Sacramento. His wife Sally shares his passion for the motorcar; they own antiques, classics and exotics.

## GAIL GEBHARDT

### Green Car Display Liaison



Gail Gebhardt, of Gebhardt & Associates, passion for cars started in high school when a date took her in his 1970 Corvette through the windy country roads to Lake Berryessa in the night and she kept yelling, "Faster, go faster!" Today, Ms. Gebhardt works with Non-profits and Commercial Real estate clients with an emphasis on the LEED Certification for projects.

Previous boards include Sacramento Area Commerce and Trade Organization (SACTO) and Neighborworks.

## DOUG HARVILL

### Media Consultant



As a child, Doug Harvill's primary passions centered around automobiles and radio. Not much has changed since then. One of those passions is a lifelong hobby and the other a longtime career.

Doug is Senior Vice President and General Manager of the CBS radio stations in San Francisco.

He oversees all operations of All News KCBS AM & FM, KFRC, LIVE 105, Alice @ 97.3 and MOVIN 99.7 FM. In addition, Doug is responsible for one of the Bay Area's largest newsrooms (KCBS) and the development of entertainment and information

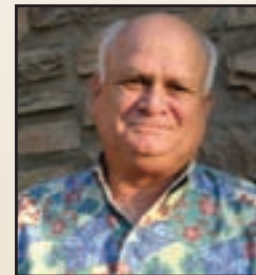
content for digital platforms.

Prior to Doug's CBS assignments, he was part of the management team that successfully launched EZ Communications as a public company on the NASDAQ in August 1993. That effort ultimately resulted in a merger with CBS.

The automotive passion continues as well. Doug's Porsche 993 is not an example of a "mid-life crisis" but is the continuation of a "life-long crisis" of pursuing the automotive lifestyle. Doug is also a member of the "working press" at automotive events as diverse as the Indianapolis 500 and the Monterey Historics. He also believes the three most beautiful words in the English language are, "Welcome Race Fans."

## DWIGHT O. "SPIKE" HELMICK, JR.

### Consultant



Dwight O. "Spike" Helmick, Jr. started his 35-year career with the California Highway Patrol in 1969. He served in all ranks within the Department before he was selected as the Deputy Commissioner in 1989. In 1995 he was appointed Commissioner by

Governor Pete Wilson and subsequently served Governors Gray Davis and Arnold Schwarzenegger. He is currently an associate professor with California State University, Long Beach and does private consultant work. He graduated from Golden Gate University and the FBI National Academy. He and his wife, Deb, have two married daughters and five grandchildren.

## JEFF KENYON

### Project Manager



Jeff Kenyon, Allstate Financial Services, a local financial planning and insurance agency, has been project manager for the concours since the beginning. His passion for cars began when he drove various model racing cars from the 60's to the 80's in SCCA, FRA and RURA (1972 series champion)

events all over the west coast. He also spent several years as an SCCA driving instructor. His event organization skills were honed during 15 years at the Stockton Ag Show, 9 years at the Su Salud Health Fair and more than 25 Promise Keeper events. He and his wife Nancy have three grown children and two grandchildren. His current goal is to find a regular ride at vintage racing events.

# BOARD

## ROSIE KESSELL-KRACHER

Director Public Relations



Rosie recently "retired" from a 20-year career in law enforcement, where she served the Folsom community in a variety of Police assignments. Her most rewarding experience was that of School Resource Officer, where she is known as "Officer Rosie" by hundreds of Folsom students, parents, and school community members. Rosie found her calling to be working with the people of the community and with volunteers. Her new career as Volunteer Coordinator, supports both the Police and Fire Departments in Folsom. Raising two very active teenagers and years of volunteering in school activities and sporting events, gives Rosie a real appreciation for those who actively support their community. Rosie's love of running and endurance sports helps keep her energy level at its peak.

## JOHN McNAMEE

Chairman Concours Branding



John McNamee has been in the apparel business for 22 years. As owner of one of the largest silk screen printing and embroidery shops in the Sacramento area, he is an important asset in keeping the standards of the Presidio of San Francisco Concours d'Elegance brand. Being a car guy, owning three Porsche's, and a Detomaso Pantera, on display at the concours today, he was very excited to be associated with the Presidio Concours in producing the souvenir apparel. He feels that being at this event every year and selling merchandise while surrounded by so many incredible cars, life simply doesn't get any better.

## DAVE MUELLER

Volunteer Coordinator



A great guy who gets the job done, Dave always has a smile on his face. Representing the Solid Rock Faith Center he finds the right person to do each task making the concours run smoothly.

## GRAHAM J. PIKE

Master of Ceremonies



Originally from Bristol, England, Graham, has lived in California since 1981 and has been in the luxury / exotic automobile business since 1971. Nineteen of those years with Ferrari, Rolls-Royce and Bentley he currently is working as the Rolls-Royce and Bentley Sales Manager for Silicon Valley Auto Group.

Graham is a self proclaimed "car nut" and model collector since the age of three. In addition Graham was a Marshal for the British Automobile Racing Club for seven years and has attended many Formula One races, European Rallies and the LeMans 24 Hours.

He continues to be the Rolls-Royce Class Host and also a Media Guide for the prestigious Pebble Beach Concours d'Elegance and offers over 38 years experience in the automobile industry, including appraisals, resulting in a vast knowledge of these incredible automobiles.

## CHERYL ROMMEL

Vendor Concierge



Cheryl welcomes new challenges and is enjoying this latest endeavor. Her many years of volunteer work with the PTA and various youth groups has given her an appreciation for what can be accomplished when many give a little for a common goal. She works as a substitute for the San Juan Unified School District and is also a freelance photographer.

Both jobs affording her the time to do what she loves most, raising her four children, now ages 11-24 yrs old. Cheryl and her husband of 25 years, Tye, can often be found at their cabin in the Tahoe National Forest enjoying the outdoors and quiet of the mountains.

## SKIP QUAIN

Concours Entries



Skip recently retired as an International Hi Tech Sales and Marketing Consultant with forty-five years experience in developing strategies to profitably grow start-ups and companies with financial or growth problems.

An avid car fan from a young age, Skip has owned several sports cars, that interest culminated in 1978 with the purchase of a 1962 Lotus23B sports racer originally owned and driven by Sir Jack Brabham.

After a three year restoration, Skip's first race in the Lotus was at the 1981 Monterey Historics. Since then Skip has entered races up and down the west coast. He was invited to participate in the support races for the 1984 Dallas Formula 1 races where he competed against Sterling Moss, and other retired F1 and sports car drivers. Skip, his wife Mardi and their Cleo, a Border terrier, live in El Dorado Hills.

## STEPHAN SCHERR

Awards Chairman



Stephan Scherr has been an auto enthusiast since the age of five. Moving to California during in the mid 1980's, Stephan quickly became involved with working the track at Sears Point raceway as a Corner Worker and Turn Marshal. During this time he has never missed the vintage race weekends and attends many other track events. Mr. Scherr is the principal of his own firm which specializes in marketing high end architectural products. During the weekends you'll probably find Stephan carving up the wine country back roads in his 91 NSX called "Darth" or on the bay sailing.

## KOSTAS SAKELLARPOULOS

Consultant



Kostas' love of cars began in Thessaloniki, Greece, where he grew up playing with the Matchbox cars his father bought him. As a teenager in London, he stumbled upon the Ligier Matra Formula One workshop and the sound of the engines drew him in. The week of the British Grand Prix he watched the team work, and a mechanic invited Kostas to sit inside a car. He was hooked.

Coming to San Francisco to study, Sears Point and Laguna Seca sealed the deal that Kostas would make the City his home. Christmas comes for him in August, when he heads to Monterey for the historic classic races with a child's anticipation. He also collects models of Alfas, Ferraris and hundreds of other classics.

Kostas has been in Hospitality for 25 years, and is an amateur Italian car historian and music fan. He lives with his wife and son.

## PAT WILLE

Founder ~ Presidio Concours d'Elegance

Pat Wille attended his first Concours d'Elegance at Silverado in 1968; he's now visited nearly 200. Since the mid-1990's, he's been discussing with the San Francisco Region-Sports Car Club of America the idea of bringing Concours back to The City, home of his birth. After three-and-one-half years of detailed planning, his efforts are being realized. Pat is now an Executive Board member of SFR-SCCA's Concours chapter, serving as its Secretary/Treasurer, Concours columnist/photographer for The Wheel magazine and a Board member of the Presidio Historical Association - the Presidio Concours' benefiting nonprofit. In his spare time, Pat's a tenured accounting instructor at City College of San Francisco.



BY: FRANK X. WEISMANTEL

# BENTLEY PROOF

Here's a splendid predicament for you: Should you have the chauffeur bring out the family Bentley sedan for this weekend's trip to the yacht club? Or, should you get up early, fire up the Bentley GT coupe and personally get behind the wheel to take a weekend trip gliding along California's Pacific Coast Highway 1 at ludicrous speed? It's no trick question. Today, in 2009, both options can be yours.

However, in 1919 a certain 22 year old, Mr. Walter Owen "W.O." Bentley, would have simply driven to the racetrack in the car bearing his name, run with the boys for a few laps and headed home with another trophy. W.O. Bentley had little money but started early selling the dream of a first class performance car to everyone who would listen. Besides being a first class race driver, he was a fine promoter. In 1921, the first Bentley automobile rolled out of the new factory floor. Right from the start, racing was in the companies' blood. However, there was never enough operating money in Bentleys' pockets, a problem that refused to go away.

Regardless, by 1922, Bentley automobiles were setting numerous race and performance records. Bentley was launched as a marque for serious racecar drivers and wealthy gentleman racers. They continually focused on stomping the competition on the racetrack. They dreamed big and won the 24 Hours of LeMans four times between 1923 and 1931, a considerable achievement.

Fortunately, W.O. Bentley was a realist and knew their success could not come only from building performance cars. The company turned its attention to building luxury cars and limousines in order to capture another market. Apparently, they did a fine job. Bentley became the major competitor for Rolls Royce. Unfortunately, their new upscale products were launched at the start of the Great Depression. By 1931 they were broke and headed right out of business.

W.O. Bentley was able to put together a deal to sell Bentley motors to save the company. Rolls Royce was not having any of that and made a fairly dirty deal, by funding a "shell company" and purchasing Bentley Motors right out from under W.O. Bentley. It was a humiliating turn of events that resulted in W.O. having to work as an employee of Rolls Royce until his departure in 1935.

While suffering his fate of working at Rolls Royce, he watched his wonderful sports cars be degraded from first class racing machines to becoming nothing more than mildly hopped up Rolls Royce cars. These were the unfortunate days of the Rolls Royce "Lite" Bentleys. They were no longer thoroughbred racing machines, they were merely re-badged Rolls Royce cars, de-contented to lower their price and marketed as a "Junior Executive's Rolls". While Bentleys were still built at the original Crewe, England factory, they were built side by side with mechanically identical Rolls Royce cars. This travesty continued until the early 1990's.





# PERSISTENCE HAS REWARDS

In 1980, the Vickers Company purchased Bentley and Rolls Royce. Vickers, a British manufacturer of military aircraft, battle tanks, machine guns and other instruments of mayhem, started in 1828. They weren't so interested in the Rolls Royce and Bentley automobile groups; they were most interested in the Rolls Royce Aircraft group, part of the "bundle" of business Vickers purchased.

So, Vickers basically told the Bentley Automobile group to "go make money" and pretty much let them run things on their own. Right away, Bentley introduced the Mulsanne sedan. While it "looked" a bit like a Rolls Royce sedan, it offered superior performance and even came out in a turbocharged version in 1985. Bentley was back in the performance business and as a result, Bentley sales increased significantly, to the point that they were once again outselling Rolls Royce. Still the best was yet to come...

In 1998, Volkswagen Automotive Group threw down 795 million dollars and purchased both Bentley and Rolls Royce. After learning they actually purchased 100 percent of Bentley and all Rolls Royce manufacturing equipment, they learned they did NOT acquire the trademark rights for Rolls Royce Motor Cars. Rolls Royce PLC – Aircraft Division, owned the actual trademark, the Rolls Royce name and the "flying lady" hood ornament. To add insult to injury, BMW purchased the trademark from Vickers-Rolls Royce Aircraft Group for only 65 million dollars. So...Volkswagen could not actually manufacture and sell Rolls Royce motorcars.

Volkswagen decided to focus their resources on Bentley, because they owned the entire Bentley brand, factories and all. So, in 2003 VW sold Rolls Royce, as a brand to BMW. BMW now owned Rolls Royce outright and Volkswagen decided to let Bentley run free. Volkswagen handed the ball to the Bentley Division and they ran with it!

Comes 2009 and Bentley is still running at high speed. The current Bentley Inventory includes the Bentley Continental GT, a large luxury coupe, the Flying Spur, a four-door version of the Continental GT, a 4-seat convertible model named the Azure, and most recently, the convertible version of the Continental GT, the Continental GTC. Soon, in 2010 there will be a new Continental GT Super Sports and a new twin turbocharged Azure-T. No other brand offers such a stunning combination of speed and luxury.

Easily the most popular Bentley of today is the Continental GT. It comes in many different versions and while still commanding a dear price, offers class-leading performance, amazing attention to detail

and extraordinary quality of workmanship. Bentley is one of the few marques that offer true value, despite being a "touch" expensive.

Starting price for the Continental GT is approximately \$200,000. USD and can be had in Standard, Speed, GTC (Convertible) and Mulliner custom versions. Even the most "stripped" version has all wheel drive, over 500 horsepower from a twin turbocharged V-12 engine, a luxurious cockpit with incredible leather and woodwork and a plethora of electronic features. Upgrading to the Speed version brings about 600 horsepower to the table, larger wheels and tires and some unique style features. The Mulliner option delivers the workmanship of Bentley's customization team, world leaders in a variety of disciplines that make your new automobile both one of a kind and second to none.

This writer has driven Standard, Speed and Mulliner versions of the Continental GT. They are all exemplary machines. The Bentley experience never gets old and the cars do much, much more than go fast and feel good. They exude an ambience of luxury, comfort, safety and power.

Certainly, there are other cars that are much faster, quicker and better handling. For example, a Corvette Z-06 will leave the Continental GT for dead in a drag race or on a road course. However, when you pull up to the Valet at the Yacht Club in your Corvette, it'll be parked with all the other average cars in the lot. Pull up in your Bentley Continental GT and you'll come out and find it parked nicely in front of the Valet stand, drawing longing stares. Can't put a price on that!

They are easily the only automobiles this writer has ever driven, at any price, that "FEEL" worth the price. None of the other premium marques that I've driven were able to bring this level of satisfaction. These must truly be the Golden Years for Bentley.

Back to business: Today, Bentleys are selling well. By 2007, the manufacturer achieved sales of 10,014 units. This means that the magic 10,000 cars-per-year threshold was broken for the first time in the company's history. Volkswagen did well too, posting and announcing a record profit for Bentley of €155 million Euros.

Bentley and her "Flying B" hood ornament are stronger than ever as a company and luxury performance symbol. Bentley automobiles remain one of the most desirable purchases there is for any automobile enthusiast. This enthusiast wants one!

# San Francisco and the Motorcar

## 1962 ROLLS-ROYCE

Dan & Perveen Kelly

*Fair Oaks, California*



The beautiful 1962 Rolls-Royce Silver Cloud on the green today was purchased new at British Motors of San Francisco by the famous Sally Stanford, one of the town's most illustrious figures of modern times. Over the years in her pre-Sausalito days, she had many careers, a dozen names and ended up as Sally Stanford on a whim.

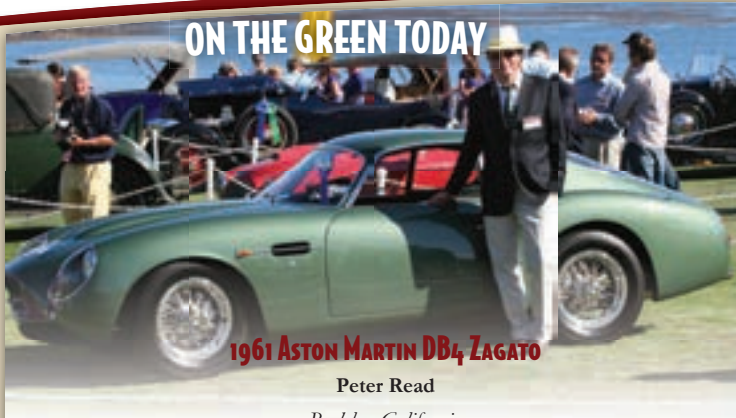
Stanford first came to notice during the 1930s and 1940s, when she was the proprietress of one of San Francisco's finest bordellos. The Pine Street address of her sporting house was well known to the carriage trade and was frequented by Pacific Heights playboys, powerful politicians and Montgomery Street CEOs. It was also a known address to every taxi driver and cop in San Francisco. A reform movement in 1949 brought enough heat to bear to make Sally close down and move to Sausalito, where she bought the Valhalla on Bridgeway Street. The respectable citizens of Sausalito were worried that Sally was merely shifting her base of operations and intended to resume her old business. She surprised everyone. Sally cleaned up the place, filled it with plush Victorian furniture, brought in the best

chefs, and opened one of Sausalito's finest restaurants.

She may have gone straight, but she remained outspoken and down-to-earth. In 1972 she was elected to the City Council, and in 1976 she was elected Mayor. Newspapers all over the country published stories about the "Madam Mayor." Sally died much admired in 1982. Just to the side of the ferry dock, where every arriving visitor sees it, is a double drinking fountain erected by the people of Sausalito in memory of Sally and her beloved dog, Leland. Around the waist-high fountain is the inscription, "Have a drink on Sally." Closer to the ground on the dog-high fountain it says, "Have a drink on Leland."

The Rolls was located behind a tire store in San Rafael in 1986. Still registered to the Valhalla Corporation when acquired by its current owners, the car had 16,000 original miles on it and now that has doubled. The car remains in its original condition throughout, except for the body and paint, which were redone in 1988 by Brian D. Moore Restorations. Everyone will surely enjoy this beautiful car a bit more having now learned of its interesting history.

## ON THE GREEN TODAY



### 1961 ASTON MARTIN DB4 ZAGATO

Peter Read

*Berkeley, California*

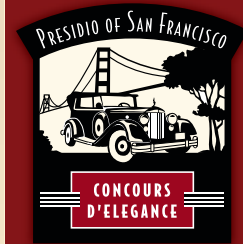
Owning a motorcar that is one of only nineteen produced would seem to be truly an honor in itself. Understanding the historical trek this Aston Martin racing green model has taken over the last nearly fifty years makes it even more so.

This car started on its illustrious racing journey just two weeks after delivery after being purchased by the first owner of New South Wales, Australia in 1961. Raced throughout the 1960's, the car was then used as a rally race car throughout Great Britain by various owners for the next forty years.

Having won many prestigious awards with its current owner including the 2002 "Best of Show" at the Louis Vuitton Concours in London and "Best in Class" at the Concorso d'Eleganza Villa d'Este in Italy, Monterey's Pebble Beach and the Niello Concours at Serrano, all in 2007, this world traveled motor car makes a pit stop on the green today at the inaugural Presidio of San Francisco Concours d'Elegance.



# HONORARY JUDGES



## Willie Lewis Brown, Jr.

Two-term Mayor of San Francisco, legendary Speaker of the California State Assembly, has been at the center of California politics, government, and civic life for an astonishing four decades. His career spans the American Presidency from Lyndon Johnson to George W. Bush, and he's worked with every California Governor from Pat Brown to Arnold Schwarzenegger.

From civil rights to education reform, tax policy, economic development, health care, international trade, domestic partnerships, and affirmative action, he's left his imprimatur on every aspect of politics and public policy in the Golden State. As Mayor of California's most cosmopolitan city, he refurbished and rebuilt the nation's busiest transit system, pioneered the use of bond measures to build affordable housing, created a model juvenile justice system, and paved the way for a second campus of the University of California, San Francisco, to serve as the anchor of a new development that will position the City as a center for the burgeoning field of biotechnology. Today, he heads the Willie L. Brown, Jr., Institute on Politics and Public Service, where this acknowledged master of the art of politics shares his knowledge and skills with a new generation of California leaders.



## Robert T. Devlin

Robert T. Devlin is an automotive historian with a particular passion for the Pebble Beach Concours d'Elegance. He first attended the event as a teenager back in 1952, just two years after it started, and he has been among its most faithful participants in the ensuing five decades. Throughout much of the past two decades he has served the event as a Class Judge. He has written two books about Pebble Beach: Pebble

Beach, A Matter of Style detailing the Concours' early history. Pebble Beach Concours d'Elegance, The Art Of the Poster highlighting the Concours' posters from the past. He has also written over 90 articles about automobiles for various magazines and other publications. An ardent automobile enthusiast, Robert Devlin is a very active member of the Ferrari Club of America, having held several national positions with that organization and serving regularly as a judge at both regional and national events.



## Ed Gilbertson

Ed Gilbertson is a lifelong car and motorcycle enthusiast who has been actively involved in concours judging for 30 years. He is a noted authority on preservation and restoration issues.

Mr. Gilbertson is the Chief Judge for the Pebble Beach Concours d'Elegance, the Palm Beach Cavallino Classic, and the Legend of the Motorcycle International Concours

d'Elegance. He is also Chief Judge Emeritus of the Ferrari Club of America. He has been involved in many international events including Chief Judge for the famed FF40 show in Brussels and a judge at the Louis Vuitton shows in London and Paris. In 2007 he was the Honorary Chief Judge for the 60th Anniversary Celebration of Ferrari in Maranello, Italy.

He is the Founder and Chairman Emeritus of the International Advisory Council for Preservation of the Ferrari Automobile (IAC/PFA) and is a Contributing Editor for Cavallino Magazine. He also co-authored a book on the Ferrari Spyder California. He is a member of the Ferrari Club of America, Ferrari Owners Club, Classic Car Club of America, Austin-Healey Club of America, Early Ford V-8 Club, BSA Owners Club, and the Harley Owners Group. He is also an Honorary Member of The Candy Store.

He is a graduate engineer who retired as a telecommunications and investment management executive. Sherry, his wife over 35 years, shares his passion for sports cars and motorcycles and they can often be found cruising the backroads of California when they are not participating in events.



## Doug Harvill

As a child, Doug Harvill's primary passions centered around automobiles and radio. Not much has changed since then. One of those passions is a lifelong hobby and the other a longtime career.

Doug is Senior Vice President and General Manager of the CBS radio stations in San Francisco. He oversees all operations of All

News KCBS AM & FM, KFRC, LIVE 105, Alice @ 97.3 and MOVIn 99.7 FM. In addition, Doug is responsible for one of the Bay Area's largest newsrooms (KCBS) and the development of entertainment and information content for digital platforms.

Prior to Doug's CBS assignments, he was part of the management team that successfully launched EZ Communications as a public company on the NASDAQ in August 1993. That effort ultimately resulted in a merger with CBS.

The automotive passion continues as well. Doug's Porsche 993 is not an example of a "mid-life crisis" but is the continuation of a "life-long crisis" of pursuing the automotive lifestyle. Doug is also a member of the "working press" at automotive events as diverse as the Indianapolis 500 and the Monterey Historics. He also believes the three most beautiful words in the English language are, "Welcome Race Fans."



## Gary Horstkorta

After retiring from a sales and marketing career in the broadcast television equipment industry, Gary Horstkorta now devotes a good portion of his time to the many automotive hobbies he has developed over the years. These include owning, maintaining and racing vintage sports cars; sports car racing historian and memorabilia collector; freelance writer of historical magazine

articles about sports cars, events and people; editor of vintage race club monthly newsletter; member - Sports Car Club of America (SCCA); columnist for the San Francisco Region (SFR) of the SCCA's monthly publication The Wheel; Archivist for the San Francisco Region; high performance driving school driver coach; member - Western Automotive Journalists



## Kjell Qvale

Kjell Qvale has parlayed a passion for speed into a stellar sixty-year long career in both auto racing and horse breeding. After attending the University of Washington, his tour of duty as a Navy Transport Command pilot during World War II helped to whet young Qvale's appetite for all things connected to horsepower. Not surprisingly, after the War, he entered the automobile business by opening a Willys Jeep agency. In 1947,

smitten with the post-War MGs, Qvale opened Northern California's first MG dealership. Unbridled enthusiasm for sports car racing led to his involvement in starting the sports car club movement in California and in the promotion of road racing on the West Coast. Next his journey took him to the road races at Pebble Beach and eventually to Laguna Seca Raceway where he personally helped to design its famous "corkscrew" curve. By the late fifties he was making real road racers, specifically the Junior and the Genie, and by 1964 had two entries in the Indianapolis 500. Purchasing controlling interest in Jensen Motors in 1970, he produced a totally new sports car: the Jensen Healey. Fast on its heels came the Jensen Interceptor, and then in the 1990's, this innovator produced the Qvale Mangusta in Italy.



## Mike Sugerman

He's one of the best storytellers in the Bay Area, and six of the last seven years, he has been awarded the Best Writing Emmy Award for News or Programming in Northern California. Mike brings his unique perspective to CBS 5 after two decades at KCBS Radio, where he still reports on a weekly basis.

You name it, Mike has covered it. He was assigned to cover the Nixon impeachment trial for his college radio station, but Nixon resigned hours before Mike made it to Washington. He's been to 3 national political conventions, 6 World Series, and a Super Bowl. His first television appearance was on the Dating Game as a college freshman (he won!!).

Mike has been one of the most honored news reporters in California over the past two decades. Since 1980, he was won over 100 major local, state and national awards, including 12 Emmys, 5 national Edward R. Murrow awards, a George Foster Peabody award, and two National Headliner awards.

Mike graduated college with a BA in political science from UCLA and later earned a Masters Degree, also in Political Science, from San Jose State.

He was born in Chicago, and grew up in Los Angeles, though he gave up on the Dodgers when he moved to the Bay Area in 1979 (and is now a loyal Giants fan). He lives in San Francisco with his wife Janice Wright (a KCBS reporter), and two sons Max and Will.

# SAN FRANCISCO AND THE AUTOMOBILE



Since the inception of the automobile, its history has been linked to that of San Francisco to create a saga greatly enhanced by their connection. Case in point, in the spring of 1903 Dr. Horatio Nelson Jackson set out from the City by the Bay in a 20 horsepower Winton touring car to become the first person to cross the United States in a then-called “horseless carriage”. Dr. Jackson was fueled by a fifty- dollar bet and emboldened by driving lessons he had taken while a guest at the San Francisco University Club. The hills of the City provided the perfect place for mastering the intricacies of clutches, gear boxes, and most important, brakes.

Although only a visitor, Jackson was eccentric enough to have qualified as a bona fide San Franciscan. In Idaho he purchased a bulldog named “Bud”. Since the Winton had neither roof nor windshield, the dog soon had to be fitted with goggles to withstand

the dust from the roads. Later the dog became a permanent member of the Jackson household after the good doctor arrived at his home in Vermont three months after his departure on the West Coast. Dr. Jackson rested content that he had proved that the automobile was not simply a rich man’s toy but a viable means of efficient, if not always reliable, transportation.

Later San Francisco would further help to dispel the notion that automobiles were frivolous playthings during the horrific emergency caused by the 1906 earthquake and its subsequent fire. Supplies, food and medicine had to be distributed to widely scattered areas of the ruined city. Horses nobly performed their tasks; but motorcars proved their potential for public service. All of the City’s automobiles were housed at Relief Headquarters and commandeered by the army officers who were governing San Franciscans during the crisis. Each night, the cars were virtually

# MOBILE: A DYNAMIC DUO

BY JUDYTH BRAVO

rebuilt for the next day's service. In those times motorcars were far from the mechanical dependability taken for granted now; however, these automobiles held up remarkably well in the prevailing conditions. San Francisco recognized, and relayed to the rest of the world, that the motor vehicle had come to stay.

In the beginning San Francisco's "Auto Row" was located on Golden Gate Avenue, but after the quake it ran down Golden Gate to Market Street. With the establishment of the Civic Center, it spread as far as Washington Street along Van Ness Avenue, and offered the browsing motor car connoisseur a hundred different makes to peruse.

The Panama- Pacific International Exposition of 1915 furthered the admiration and awe San Franciscans shared for motor vehicles with its auto production line display that showed spectators how Fords were constructed. Frank Vivian, who eventually would manage the Ford factory in Richmond, was in charge of the assembly line, and on one occasion had a trio of very illustrious onlookers: Henry Ford, Thomas Edison and Harvey Firestone. One day Ford took the helm himself to construct a vehicle for his esteemed guest Admiral William Fullam, provost of Annapolis and formerly Commander of the Pacific Fleet during WWI.

By the 1940's the list of car dealers on Van Ness Avenue had stabilized to about twenty, and San Francisco had established itself as a major distribution headquarters. The City by the Bay was considered a suburb of Detroit and became "home office" for many automobiles executives.

Yet another link in San Francisco's connection to automobiles was forged by its hills being a prized location for that Hollywood staple, the car chase. Probably most memorable of the genre is Steve McQueen's *Bullitt*, which was filmed in the city in April of 1968. Peter Yates, the British director was a dyed-in-the-wool-car-buff, and perhaps that is why the nine minute, forty-two second chase between a 1968 Mustang and a Dodge Charger was voted by over five thousand film critics around the globe to be the best- ever-filmed in a survey in 2002. McQueen's own driving prowess adds much to the enduring appeal of the pursuit. The film star drove so well that he almost beat the fabled Mario Andretti in the 1970 Sebring 12 Hour Gran Prix. Andretti won by twenty-three seconds and told reporters afterwards (employing various unprintable expletives) that he wasn't going to be beaten by any "Hollywood actor".

In *Bullitt*, McQueen was not the sole driver of that green Mustang with a 390 cubic inch engine. Well-known stuntmen Bud Elbins and Carey Loftin doubled for the film star to achieve those 75 to 80 mph "breaking away" speeds and those 110 mph tandems along the City's straight-aways. The Dodge Charger was driven by Bill Hickman who also played one of the hit men in the film. Pat Honstis drove the camera car, built on a Corvette chassis. Good times.

Then in 1972 a San Francisco setting was chosen by director Peter Bogdanovich for the film *What's Up, Doc?* so he could spoof the chase in *Bullitt*. This comedy starring Barbara Streisand and Ryan O'Neal was a box- office hit and further solidified the city's car connection. However, the famous director neglected to get permission from City officials to drive automobiles down the steps in Alta Plaza Park. The concrete steps were badly damaged during the filming and still show their scars today. That's showbiz.

The bonafide San Franciscan knows the city's car connection isn't simply due to its location on the West Coast, nor having imposing hills and spectacular vistas. Some ineffable factor contributes to the City's appeal for motoring. In the 1950's the beloved newspaper columnist Herb Caen a.k.a Mr. San Francisco reported that popular restaurateur Al Williams of the fabled Papagayo Room in the Fairmont, who persisted in tooling about town in his "Caddy" convertible with the top down year round no matter the weather, had been placed on permanent antibiotics by his physician because of his habit. Driving those cool, grey canyons of buildings in an open vehicle along streets where spots of color sparkle like daffodils in spring gardens holds an undying allure for a true San Franciscan.

For his eightieth birthday the City that loved the Pulitzer prize-winning Caen honored him by renaming a stretch of the Embarcadero Boulevard "Hero Caen Way" and paraded him all about town in his choice of open vehicles: the 1933 Chrysler Imperial Custom Le Baron Phaeton owned by yet another much-loved San Franciscan, renowned car collector Sid Colberg. Of course, Sid graciously agreed Caen could use this black and yellow show-stopper with one condition: Colberg would drive Caen, maneuvering the automobile's sixteen gears himself. Caen's parade on the fourteenth of June, 1996 became many San Franciscans' favorite memory. Why not? Two of the City by the Bay's passions were brought together on one glorious day: memorable automobiles and unforgettable characters.

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# San Francisco and the Motorcar



## 1952 BENTLEY TOWN CAR

Dr. Charles Syers

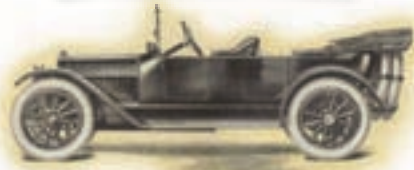
*San Mateo, California*

Imagine the frustration...you have purchased a motor car from its second owners in London and have spent the next twelve years restoring the car to its original beauty. The year is 1997 and it is the day before the car is to appear in its first San Francisco area Concours d'Elegance since the process began. During final fuel prep before departing for the show the fuel line ruptures and suddenly all dreams of grandeur are up in flames! This owner's motto "Never give up or run out of cash".

Following another complete restoration Dr. Syers was asked to transport Princess Yasmin Aga Khan, daughter of American film

icon Rita Hayworth and Prince Aly Khan of Pakistan, from the San Francisco Fairmont Hotel to the nearby city of Atherton. Playing on the Hans Christian Andersen fairy tale "The Princess and the Pea" this mischievous chauffer placed a pea under the back seat cushion where the princess sat for the duration of the ride. Upon arrival at her destination he asked "How was the ride?" to which she responded "Excellent". Smiling the doctor revealed the hidden pea therefore disproving the fairy tale much to the delight of the princess.

## ON THE GREEN TODAY



## 1914 KISSEL KAR MODEL 40 TOURING CAR

Lynn and Jeanne Kissel

*Livermore, California*

The rare Kissel Kar exhibited today by its eponymous owners Lynn and Jeanne Kissel enjoyed an adventuresome ninety-four years before being purchased by the couple in 2008 at auction in Pebble Beach. Sold originally for \$1,850 in 1914, the automobile was acquired by one James Henry Fisher to do farm work for five hundred dollars from a John Julien of Milwaukee, Wisconsin, in 1949.

Fisher promptly repainted the Kar, placing in initial "F" on each side of its body. He then gave the automobile to his daughter Ann to commute to Penn State where she was a student. While rebuilding the Kar's engine in 1953, she attracted the attention of her future husband, Mr. Bill Klein. He was interested in the Kissel Kar but soon found Ann herself even more enthralling.

Enthralling she was. The last photo of Ann behind the wheel of her Kissel Kar was taken in 1970 while she was inspecting the property she would use to build a tire factory in order to supply tires for her husband Bill's vast antique car collection. Later the Kar was stored at Klein Kars (the family adopted the Kissel's spelling) until it was shipped to Pebble Beach for auction in 2007. No wonder the Kissels named their car "Annie" in honor of this fascinating automobile enthusiast.



## ON THE GREEN TODAY



## 1955 PORSCHE CONTINENTAL COUPE

Rick Hartbrodt

*Monterey, California*

Even among knowledgeable auto enthusiasts, the word "rare" is an over-worked adjective; better to reserve "rare" to describe vehicles like the striking 1955 Porsche Continental Coupe, shown by its proud owner/restorer, Rick Hartbrodt, today.

This automobile is one of a very few "bent-window Pre-A" Continentals produced by Porsche in the first months of 1955, before Ford lawyers halted their production by the German firm, because the Detroit company had already claimed the name for its popular Lincoln model. Fresh from restoration, this azure blue rarity, with body by Reutter, awaits on the green.



# IT'S A WONDERFUL LIFE FOR THIS BENTLEY

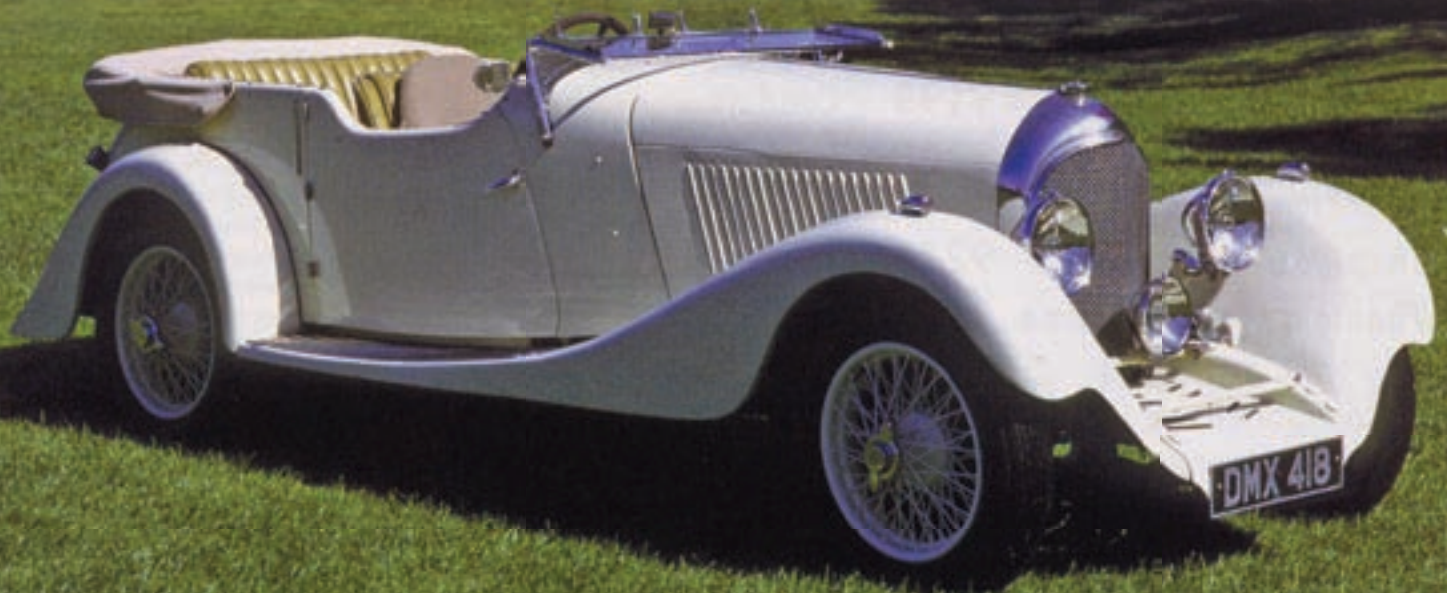
BY JUDYTH BRAVO

This crowd-pleasing 1927 Bentley Three Litre, chassis RC 32, body by Vanden Plas, is an extremely interesting automobile by the standards of an auto-enthusiast. For one into prestigious mechanical backgrounds, this vehicle is a rarity. It happened in 1936, when it became one of ten Bentleys chosen by Alan Nobby Clark, manager of the Bentley Service Depot in Kingsbury, England, to be “reconditioned” (hence, the moniker R.C.) after the marque had been sold to Rolls-Royce in 1931.

The chosen Bentleys’ engines and chassis were stripped and rebuilt, incorporating both new and vintage parts, as necessary. All but one of the ten RC series cars, including RC 32 exhibited by owners Joel and Raquel Carash of Stockton, California, were fitted with new four-seat touring bodies by Vanden Plas. This RC design was an evolution from the original series of bodies developed by the fabled coachbuilders for Derby model Bentleys. Very contemporary for 1936, the new RC design was definitely a pace-setter for other marques.

Mechanical statistics can prove quite boring for enthusiasts who enjoy the stories that beautiful automobiles collect during their lives. RC 32’s scrapbook is difficult to beat. With its enclosed boot (“trunk” to you from the left side of THE POND) for road tools and luggage, this vintage Bentley is excellently suited for touring, and touring it has gone. Nick-named “Nobby” by the Carashes, this vehicle has rallied and toured in South Africa, Swaziland, Lesotho, New England, Wales, Ireland, Western Europe, and British Columbia during the past decade.

Photographs of the elegant vehicle surrounded by giraffes on the planes of Africa evoke thoughts of “Chitty Chitty Bang Bang meets Dr. Doolittle.” Maybe Nobby didn’t actually talk to the animals, but he surely made their acquaintance in many an exotic local. In June of 1936, RC 32 was sold with a five year warranty. In July of 2009, Nobby looks forward to his next adventure with the Carashes. First stop on the latest journey is on the green today at the first annual Presidio of San Francisco Concours d’Elegance.







**THE GUARDSMEN**  
**GOLDEN GATE ROAD RACES**

**San Francisco**

**50c**

**May 30-31, 1952**

# THUNDER



Shortly after the conclusion of World War II, and with life in the United States returning to normal, a phenomenon was taking place throughout the country - the re-birth and rapid growth of sports car racing. Starting on the East Coast where they raced through the streets of Watkins Glen in 1947, sports car racing finally made its way to the West Coast in 1949 with a event at Buchanan Field in Concord followed by Pebble Beach in 1950. In San Francisco, two new organizations, the Guardsmen and the San Francisco Region of the Sports Car Club of America (SFR/SCCA) came together to explore the possibility of promoting a sports car race within The City.

Two local businessmen and race enthusiasts were selected to lead the race committee, Bill Breeze and Kjell Qvale. Breeze a former racer and current Regional Executive of the SFR/SCCA, had helped organize the first race at Pebble Beach. Kjell Qvale was the founder of British Motor Cars of San Francisco, and was the one individual primarily responsible for organizing virtually every sports car race in Northern California through 1951. Breeze and Qvale enlisted the help of The Guardsmen, a local group of successful businessmen whose fund raising efforts were focused on helping underprivileged kids. After long negotiations with The City fathers, the race was approved...now for the venue.

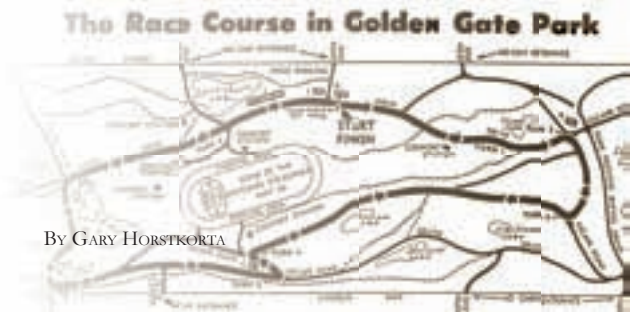
Several sites were considered including the Presidio military base, Treasure Island and Golden Gate Park. The first two sites offered too many logistical problems and were eliminated as options.

Golden Gate Park on the other hand could easily be closed to public traffic and the several miles of paved roads offered a variety of possible courses with the potential for a true, European style road course. The final course chosen was an eight-turn, 3.1 mile configuration to be run clockwise on the streets surrounding the Polo Fields. May 31, 1952 was chosen as the race date following the races at Pebble Beach

To help with crowd control the race committee used 150 members of the San Francisco Police Department, 100 Military Police and 50 SCCA volunteer workers. Safety equipment would include 6 tow trucks and 6 ambulances placed at strategic locations around the course. The Sixth Army agreed to supply 15 manned, stationary and roving radio jeeps to provide race communications. An estimated eight miles of wiring would be strung around the course, to provide what would be the largest public address system in western sports history. Hay bales would be placed at key points around the course to act as safety barriers and 10, temporary grandstands for paying spectators, would be erected at the start/finish and at turns around the course.

In consideration of a new event and venue, the race committee decided to limit the entries to experienced drivers. Among the fifty-eight entries accepted was an entry from a young Southern California driver by the name of Phil Hill and another from the Pacific Northwest, Pete Lovely. When he heard about the first event, he remembers thinking – “We couldn’t believe they would let us race

# I N T H E P A R K



through this beautiful park which was almost in the heart of a major city. When the drivers and their cars arrived for the first event they were directed to the area inside the road course called the Polo Fields, where both the technical inspection and the Concour d' Elegance were held. This area served as the race car park plus the location of the unique, Shell Service Center. The Shell Oil Company setup essentially a complete, temporary service station which offered the race driver a one-stop maintenance facility right at the track.

By all accounts, the first race was a resounding success with crowd estimated at approximately 50,000. The races were widely reported in the sports car publications of the time, wrote one magazine - "Golden Gate was the best road race ever seen on the West Coast!". Another reported "If any one event in the United States is worthy of receiving a Good Conduct Medal, the Golden Gate Road Race, where United States sports car competition really grew up and became a giant."

The races in 1953 and 1954 grew both in the number of entries (eighty-seven and one hundred forty-three respectively) and attendance, reaching the peak of 115,000 spectators in 1954. As the crowds continued to grow in size and the cars became faster, not everyone was happy with the races in the park. Concerned citizens began to voice their displeasure to city officials over the increasing noise and crowds, the trampled flowers and plants around the course and the closure of a public park, even for just one day. Despite the growing number of race entries, exciting racing and

excellent attendance, city officials bowed to the protesters and refused to approve the race for the following year.

Like the discontinued street races through the towns of Watkins Glen, Elkhart Lake and Bridgehampton in the East, the road races through Golden Gate Park would become a fading memory. Bill Pollack expressed what the majority of drivers and fans felt at the time - "It was a sad day when San Francisco stopped the races in Golden Gate Park. This venue had the potential of being one of the best in the country. At the same time, I can understand that the park was something special for the citizens of this great city and that they wouldn't want it harmed. Still, when I look at Long Beach today, I wonder what the Grand Prix of San Francisco would have been like."

With the San Francisco Region of the Sports Car Club of America (SCCA) celebrating its sixty-first year and the city of San Francisco once again hosting a unique automobile event, the inaugural Presidio of San Francisco Concours d'Elegance, it seems only appropriate we help celebrate those exciting races held in Golden Gate Park fifty-five years ago. On display will be a selection of vintage racecars and as special guests, a group of former race drivers, several of whom participated in those early races in the park. However, unlike the excitement generated by those early sports car races, attendees for this event will be able to enjoy the spectacular views and the display of race and classic cars in a much more relaxed and serene environment.





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# San Francisco and the Motorcar

## 1940 LaSalle Series 52

Karol Hosking  
Pinole, California



First purchased by Dr. and Mrs. J. P. Beek of San Francisco, this 1940 LaSalle four door Series 52 remains a Bay Area beauty having lived her entire life here. The good doctor was known to drive the car from home in the Lake District of San Francisco to his downtown San Francisco office. It was sold in 1969 to Ray Menefee himself, a well-known vintage car owner and mechanic who for many years had his shop in San Carlos providing specialized vintage car services.

I was introduced to Ray by one of his vintage car customers, and despite my unconventional “buyer” profile we hit it off, and he agreed to sell me the LaSalle. By anyone’s definition I don’t fit the profile of a vintage car buyer. I am a single woman who can drive a stick shift, change oil and parallel park, and other than that, has no mechanical car savvy whatsoever. I do, however, appreciate a beautiful vintage car when I see one. My reaction the very first time I saw her, as I approached the open garage was “OMG the car is green!!” Yes, in fact, Long Key Green with a tan herringbone wool and mohair interior – all unrestored – with Dr Beek’s Blue Cross sticker in the back window and the A class WWII gas rationing sticker in the right front windshield. It was love at first sight.

The LaSalle was known as the companion car to the Cadillac line for GM. It was the LaSalle model sales that carried GM through the depression and few would have guessed from the innovative 1940 models that LaSalle was near the end of its road. By the

summer of 1940 production halted abruptly and it was all over. The 1940 LaSalle became an “orphan car”.

Happily this model is considered the best of the bunch. Thanks to the continued brilliance of designer Harley Earl, the car was considered an ultra-modern design, featuring a low, wide body with exceptional size windows and minimal chrome and other distracting exterior details. Running boards were eliminated; headlights were integrated into the body for a rounded, sleek line. This body design became known as the torpedo style and was very popular.

Under the hood, she was also built for speed, achieving up to 130 HP with its V-8 engine. Driving her today on the freeway is no problem whatsoever. Named after my mom who was herself, a very classy, well-dressed woman, Ms. Theda and I enjoy drives, Art Deco Society events and opportunities just to show off as we plan to do on July 19th at the Inaugural Presidio Concours d’Elegance. Come by and see us both...

BY KAROL HOSKING

## ON THE GREEN TODAY



### 1940 Packard One-Ten Station Wagon

Crevier Classic Cars  
Costa Mesa, California

The extremely rare Packard Station Wagon on the green today was originally delivered in May 1940 by Alvan T. Fuller, a Boston Packard dealer. The first recorded history of the car making an appearance after that date was thirty-plus years later in the mid-1970s across the country in California.

At that time, although its wood was still in excellent condition, the car was treated to a lavish restoration by its owner, an avid Packard collector. When the restoration was completed, the car was ensconced in a specially built alcove in the owner’s living room. It appeared on the cover of Packards International magazine in 1989, but was otherwise rarely shown.

With new ownership, it has been kept in climate-controlled storage and was given an extensive restoration to current standards by Custom Auto Service in 2006-07. Fewer than a dozen 1940 Packard station wagons are known to survive, only one or two of them in condition comparable to this car and none more authentic or better detailed.



## ON THE GREEN TODAY



### 1948 Bentley Mark VI

Gordon Johnson  
Alamo, California

Proof that “quality begets quality” can be found on the green in the guise of this 1948 VI exhibited today by its proud owner Johnson. In post WWII America there was no more prestigious manufacturer of woolen fabric than Forstmann. Flushed with success and money, Kurt Forstmann ordered this Bentley after the war for \$20,000. The bespoke automobile was the last fabricated by the legendary coachbuilder Saoutchik. This cabinet maker had forsaken Russia for Paris in 1906 where he became a fabled manufacturer who could make magic happen when he combined metal, paint, wood and leather.

The magic still works. This elegant machine garnered both “Best of Show” at Half Moon Bay and the very prestigious “Peoples Choice Award” at Hillsborough.

In 1995 Johnson purchased the vehicle in junk condition, and has overseen its restoration to its past perfection. In a recent interview Johnson shared that his grand-daughter Katy had called the Bentley’s paint color “periwinkle” hence dubbing it “Katy’s periwinkle” for posterity.



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# LOGISTICS OF A LOGO

BY PAT WILLE

When the principals of the Presidio of San Francisco Concours d'Elegance picked the Packard as its featured marque, they began the search for a Packard that exemplified all that was magnificent about this formidable manufacturer. The car was found in the 1934 Packard 1107 Dual Windshield Phaeton V12 owned by Jay and Christina Moore of Lahaina, Maui, Hawaii. This car, one of only twelve made, one of a remaining four, became our logo car.

This signature Packard was completed on July 9, 1934 and was delivered to Massachusetts Governor Alvin Fuller. It is believed that Governor Fuller owned all of the Packard dealerships in the Northeast at that time and continued to own them through the 1940's.

The car was sold to Leon Ogilvie and held by his family until its ownership changed to Bob Bahre in 1978. Mr. Bahre commissioned Melvin "Beaver" Culver to perform a complete, frame-off restoration of the car to the highest standard. Completed in 1980, it was shown in Hershey, Pennsylvania that year, where it received the First Junior Award for Class 19C from the Antique Automobile Club of America. The following year the AACA bestowed upon it the Joseph Parkin Award, Eastern Division, for the best Packard shown in 1980, recognizing it as the "Best of the Best" in the entire country.

On December 16, 1998 David Anderson of Missouri purchased the car. While maintaining it in impeccable condition, Mr. Anderson

only drove the Packard 200 miles over the next nine years!

The Moores purchased the car in 2007, then immediately sent it to the renowned Packard and Duesenberg restorer, Chris Charlton of Classic Car Services in Maine, for a cosmetic restoration.

Although fully restored this Packard has not been modified in any way, including the body and interior colors still having the original engine, body and chassis as delivered in 1934.

Under the Moore's ownership, the car was first shown at the 2007 Pebble Beach Concours d'Elegance. The following awards have since been received:

- Best of Show – Niello Concours at Serrano
- Meguiar's Award for Best Finish – Palos Verdes Concours
- First in Class – Ironstone Concours
- Sweepstakes Award – Avila Beach Concours
- Best of Show, Peoples Choice – Chico Concours
- First in Class – Ironstone Concours
- First in Class, Best Pre WWII Open Car, Owners Choice, Peoples Choice – Hillsborough Concours
- Best of Show, Peoples Choice Award, Al Holloway Memorial Award – Huntington Beach Concours
- First in Class, David R. Beeman Memorial Founders Award, Bruce Grant Memorial Award – Shriners Hospital Concours





# VENDORS ON THE GREEN

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Con Amore, Angelo

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The Rolex Monterey Historic Automobile races are the premier vintage race car event in North America. Celebrating its 36th anniversary this year, hundreds of race cars, and thousands of enthusiasts, will converge on Mazda Raceway Laguna Seca the weekend of August 14th-16th to see some of the finest and most famous race cars to ever set wheel on a race track. Each year the event features a particular marquee, or theme, and for 2009 the ever-popular Porsche will be the featured manufacturer.

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## PRESIDIO HISTORICAL ASSOCIATION

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The PHA works with the National Park Service, the Presidio Trust and other organizations in its effort to keep the historic Presidio a unique and beautiful National Historic Landmark.

## SAN FRANCISCO MAGAZINE

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

San Francisco magazine offers insightful and award-winning coverage of national, regional, and local issues to 400,000 readers each month. Recently, San Francisco magazine won three City & Regional Magazine Association awards for reporting, special issue, and general excellence in addition to past awards for design and journalistic excellence awards from the CRMA and the Western Publications Association, as well as a National Magazine Award nomination--the most prestigious in the industry.

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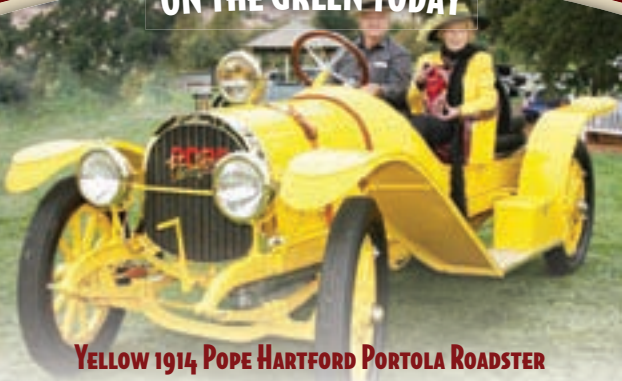
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## ON THE GREEN TODAY



**YELLOW 1914 POPE HARTFORD PORTOLA ROADSTER**

**Bill and Lee Gularte**

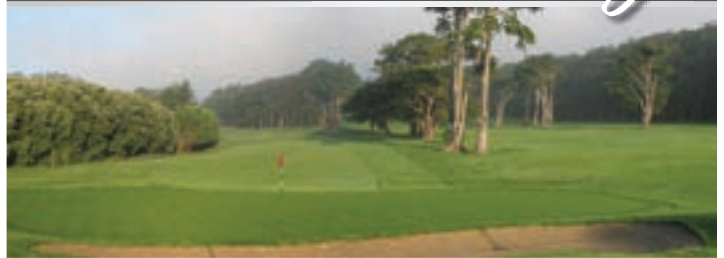
*Soledad, California*

Borrowing the vocabulary of birdwatchers, many spectators at the Presidio of San Francisco Concours d'Elegance today will add to their "life-list" of cars they have seen when they gaze upon Bill and Lee Gularte's Bright Yellow 1913 Pope Hartford Portola Roadster. This model was called originally a "Public Service Wagon" and was sold for use as a fire chief's vehicle or for police patrol. Later it was pragmatically dubbed the "Portola Roadster" when the model won a race in Portola, California. The Gularte's Portola Roadster could be nicknamed the "Little Baja" because it was raced there in the late fifties by its first restorer, Elan Frank Taliaferro. It has been owned for over ten years by Bill and Lee who undertook another complete restoration. The five year feat has paid off for the couple with the car's taking 1st in Class at both Hillsborough's and Palo Alto's Concours d'Elegance in 2006 plus a Best of Show at the Ritz Carlton's Half Moon Bay Concours that same year followed by two more Best of Shows, one at the Niello Concours at Serrano in 2007 and another at Hillsborough.

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## ON THE GREEN TODAY



**1954 KAISER DARRIN**

**John Nirenstein**

*Tiburon, California*

This show stopping vehicle gives a new meaning to the term "mint condition". This one year only limited production automobile was designed by famous coach builder Howard "Dutch" Darrin and produced by industrialist Henry Kaisers, Kaiser-Frazer Auto Company.

This was the first true American sports car as its prototype was introduced prior to that of the Corvette or Ford Thunderbird. This was and is the only car ever produced with the patented sliding doors. It features a 161 cid L head 6 cylinder Willys engine with a Henry J 3 speed manual transmission with overdrive. It also has a 3 position landau convertible top, Stainless steel wire wheels, wide whitewall tires, complete full body undercoating and heater.

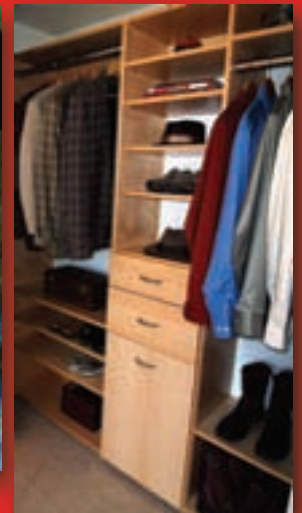
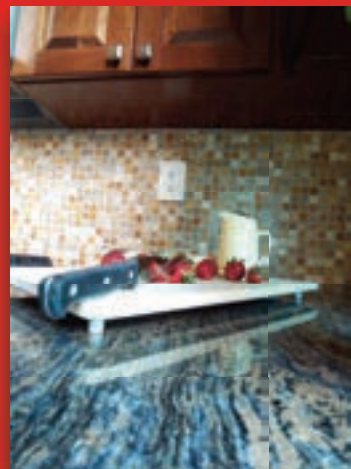
These cars originally were sold for approximately \$3,600 in 1954, about the same price as a Cadillac convertible. Needless to say sales were slow as the Corvette was around \$2,400 new and had considerably more press than the Darrin. The slow sales led Henry Kaiser to have the last 50 or so cars stored in his lot in Michigan with dealers refusing to take these into their inventories. Henry then ordered them to be crushed as he was known for not keeping things around that were not successful. Henry's wife called Dutch Darrin and told him of Henry's plans. Dutch was furious that Henry would destroy Dutch's beautiful design. Henry and Dutch then struck a deal for Dutch to buy the remaining cars for a dollar and ship them to Dutch's shop in Santa Monica California. Dutch then sold these cars from California over the next four years. This is one of the survivors, numbered 25 out of 435 units produced.

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# THE HISTORY OF THE SAN FR



Hand drawn map circa 1792

The northern tip of the San Francisco peninsula land-mass, as observed by a device's focused-lens view beamed to earth from a satellite orbiting and surveying the earth, reveals the *Presidio* as a tiny 'bit' of land, maybe a square inch in size. This land, identified in recent times by the moniker "Land's End" is fronted to the west by the Pacific Ocean and to the north by a two-mile wide strait providing an entrance to the San Francisco Bay.

Does this location on earth possess a philosophy? Impossible? Discoverers quickly recognized this unique piece of land afforded opportunity and strategic advantage. Is the area's historic evidence of accommodation enough to support the theory the land possesses a philosophy of accommodation toward those claiming to have 'discovered' it?

Material, written by Moratta as well as Masters and Atello claim at an earlier time the adjacent coast line of the Pacific Ocean laid to the west some 8 or 9 miles of its present-day location. Over time, volumes of run-off from rain and snow cascading down, off the western slope of the Sierra Nevada Mountains via rivers called Sacramento, Feather; San Joaquin, as well as many other lesser tributaries, inundated the valley below. A land-locked lake –historians call it Mission Bay - formed near the ocean due to a continuous land formation connecting the peninsula with land to the north known today as Marin County. Mission Bay allegedly had its shoreline somewhere near 7<sup>th</sup> Street and Mission Streets in San Francisco as we know it today. The 'captured' water of the lake supposedly rose to an estimated

level of almost 400 feet or so above the bedrock at the site known today as the *Golden Gate*, enabling the Pacific Ocean tidal action and the enormity of the flow of the rivers to erode and to form a chasm, carved to create a strait which separated the peninsula from the land on the Marin County side. Some explorers approaching from the south and encountering this chasm were, historians say, led to believe the land did not extend further north but to end there at the water's edge.

Archeologists and anthropologists believe there have been people living in the region of the *Presidio* for 5,500 years and maybe even longer. This area immediately south of the two mile wide land separation, as well as land surrounding Mission Bay, was home to the Ahlone Indian people. The land separation - entrance to the bay - was considered a very special place by the Ahlone Indians who are said to have referred to it with awe and reverence, calling it "Yulupa" - "Where the sun plunges into the sea". Allegedly, the Ahlone lived along the shore of a 'Mission Bay' where Candlestick and Hunters Point today are located.

Early at-sea exploration and actual incursions made along the North American coast have occurred with little record of events. The voyages of Cabrillo, Drake and Vancouver are well documented. All three have had contact with San Francisco Bay. Juan Rodriguez Cabrillo might have discovered it in 1542. Sir Francis Drake commanding the *Golden Hind* allegedly discovered it sometime in 1577. Captain George Vancouver commanded the HMS *Discovery*, a 330 ton 10 gun sloop rigged as a survey ship, when it entered the bay in 1792. The sailing ship *Alert* was mentioned by Richard Dana in his book *Two Years Before The Mast* as having sailed into the harbor on December 4, 1835. Cited in *Two Years before the Mast*; "California was first discovered by Cortez in 1536, and was subsequently visited by numerous adventurers as well as commissioned voyages of the Spanish crown." Portugal, Spain; England and Russia are known to have displayed interest in claiming ownership of areas of North America along the Pacific coast. New Spain's Viceroy Mendoza in 1542, acting on an edict from the king of Spain, appointed Juan Rodriguez Cabrillo to command a fleet of two caravels (ships). Cabrillo commanded of *La Victoria* and chief navigator Bartolome Ferrello was in command of *San Salvador*. The mission was to sail Spanish Lake (Pacific Ocean), up the west coast of New Spain (California) and explore it in the name of Spain.

Drake, commanding the "Golden Hind" flew the flag of Great Britain, plied the Pacific Ocean along the western coast of North America seeking the fabled "Northwest Passage". It is not clear if Drake found San Francisco Bay. A Wikipedia account states he landed at a point north of Point Loma (Spain' Catholic domain). He called it Nova Albion in the name of the Holy Trinity (Protestant), claiming it for England. A statement Dana makes in *Two Years before the Mast* seems to settle the matter; "Our place of destination had been Monterey, but as we were to the northward of it when the wind hauled a-head, we made fair wind for San Francisco. This large bay, which lies in latitude 37 (degrees) 58'; was discovered by Sir Francis Drake, and by him represented to be (as indeed it is) a magnificent bay, containing several good harbors, great depth of water, and surrounded by a fertile and finely wooded country". Drake apparently put into a much smaller bay to the north of San Francisco Bay that today bears his name - Drake's Bay - to perform repair to his ship.

# SAN FRANCISCO PRESIDIO

By VIC STEWART

Location, location, location! Proclaiming the location for Spain, Juan Bautista De Anza named the entrance to the bay *Boca de San Francisco* (mouth of San Francisco) in 1776. He established *Castillo de San Joaquin* at the location occupied today by Fort Point and the southern tower of the *Golden Gate Bridge*.

*The Presidios of Alta California*, by Sasha Honig, reveals that in the later part of the 1500's the king of Spain became aware of how remote and difficult the land taken in the name of Spain was to defend without active control. As a result, Spain gave the order to Mexico to establish a series of presidios, as symbols of Spain's authority. Missions were established in combination with presidios on the west coast of California, and defense further augmented by fortifying family homes. Juan Bautista de Anza claimed the strategically situated point of land at the tip of the peninsula just to the south of strait. It was here he established a defense named El Castillo de San Joaquin and is credited as having laid out a defense structure that he named El Presidio. One of de Anza's men, a lieutenant Jose Joaquin Moraga, is credited as the founder of the Presidio of San Francisco on September 17, 1776; the same year the Declaration of Independence of the United States of America was signed on the eastern side of the continent.

Pivotal in the development of the Presidio and a seat of government for Mexico in the most northern division of California was Mariano Guadalupe Vallejo, born in Monterey in 1807. His abilities and education served him well in governmental duties. He was provided educational and political opportunities by several of the territory's governors. At 14 years of age he was admitted to the Presidio Company as a cadet in 1824 and soon made a corporal in the military. Fortunately for him, he was provided the opportunity to serve as clerk to an English merchant named William Hartnell. There Vallejo was taught English, French and Latin. Governor Arguello appointed him as his personal secretary and soon he was promoted to the position of Alférez (2<sup>nd</sup> lieutenant). Then came his appointment to the Disputation; the territorial legislature in 1831. In 1832, Mariano Guadalupe Vallejo married Francisca Benecia Carrillo. (The town of Benecia was named for her). Finally in 1835, Vallejo received the appointment to Commandant (Comandante) of the 4<sup>th</sup> Military District of the Northern Frontier.

Dana describes Vallejo in *Two Years before the Mast* by an observation made Sunday, December 27, 1835 as a sailor serving aboard the sailing vessel the *Alert* in San Francisco Bay, "We had now finished all our business at this port and this being Sunday, we unmoored the ship and got under weigh, firing a salute to the Russian brig and another to the Presidio, which were both answered. The commandant of the Presidio, Don Gaudaloupe Villego, a young man, and the most popular among the Americans and English, of any man in California, was on board when we got under weigh. He spoke English very well, and was suspected of being favorably inclined to foreigners."

Vallejo went on to establish a second presidio about 45 miles to the north of the first, at the town he founded called Sonoma. Most of the soldiers from the presidio in San Francisco were transferred to the new one. Strategically, it was much closer to Fort Ross and positioned to combat the Russian presence in the northern part of California. A final endeavor by Vallejo was to construct the Casa Grande adobe on the town plaza in Sonoma.

To believe an historical marker south of Sacramento, California located near an entrance to Highway 99 is to be informed that a ride to Sonoma began from a house near the sign. A group of some 33 rebels with Ezekiel Merritt as their leader were determined to take matters into their own hands and wrest control of northern California from Mexico. Known as the Bear Flag Revolt, Merritt led his men to the Mexican stronghold at Sonoma on Sunday, June 14, 1846. Vallejo was confronted at his Sonoma Casa Grande family residence situated near the military barracks. He apparently invited Merritt and some of his men into his home as an act of formal manners. The group is said to have spent a number of hours with Vallejo and some of Merritt's men allegedly, overtly, availed themselves of Vallejo's vast wine cellar for several hours. The men outside grew impatient and William Ide entered Casa Grande to investigate. He discovered the revelry in progress. Ide returned and reported what he had found and upon doing so was made leader and the first president. One of the rebels was William Todd, nephew of Abraham Lincoln's wife, and is given credit for creating a flag known today as the Bear Flag. The territory was now the Bear Flag Republic. About this time John Fremont became associated with the Bear Flag Rebellion.

From 1776 until 1822 the Presidio was considered a possession of Spain. From 1822 until 1847 control belonged to Mexico. That ended in 1847 when the Presidio became a possession of the Bear Flag rebels. Then in Monterey, US representative Thomas Larkin acted to claim possession of Northern California on behalf of the United States of America. In 1863 Abraham Lincoln and Congress of the United States granted control of the Presidio to the US Army and control remained so until it was decommissioned in 1992 by order of Congress.

Vallejo was captured and was later incarcerated at Sutter's Fort for a short time. Fremont with one or two other, one possibly Kit Carson, took a boat across the strait and meeting little resistance captured the all but deserted Presidio. With the presidios at San Francisco and Sonoma in their control the territory north of Monterey belonged to the Bear Flag group. History has many interesting facts waiting to be discovered. In Sonoma on July 9, 1846, as an act to end the Bear Flag Revolt and claim the land for the United States of America, it was none other than Lieutenant Joseph W. Revere, USN, grandson of Paul Revere, who took down the Bear Flag and raised the flag of the United States of America; the Stars and Stripes, to signify that possession of the land claimed by Mexico had become territory belonging to the United States of America.

*Spanish and Indian Place Names of California*, by Nellie van de Grift Sanches, tells how John C. Fremont is said to have named the magnificent entrance from the Pacific Ocean to the San Francisco Bay with a Latin term, *Chrysopylae*. Translating from the Latin, the name became - "Golden Gate".

Remains of early installations are being carefully revealed and inspected by archeologists. What little that can be found of the very early Presidio seems to lie buried under the Main Post and within the walls of the Officer's Club. The discoveries enrich a museum and provide a link to the past, to be viewed and enjoyed by the public. A visitor to the Presidio can experience its graceful, scraggly Eucalyptus trees and especially their pungent odor released by rain moistening or mist of fog dampening their leaves. Proximity to the ocean brings breezes and often riding on them



Photo by: Whitney Hall  
Spanish cannon from the 1500's beside a stack of Civil War Era large cannon balls from the extensive coastal defenses of the Presidio protecting San Francisco Bay.

will be aromatic, corrosive-salty mists that drift in over the Presidio. Low growing grasses and succulents cling to soil called greywacke. There's an overall down-hill slope giving definition to the terrain. Glints of color seem enhanced by a partially obscured sun's illumination. Foliage like yew, Monterey Pine and Eucalyptus provide texture and fragrance and set to orchestration by breeze-caused vibrations. The bay's azure-blue water, as viewed inland - upland, reflects a ripple-of-the-water sparkle when agitated by wind and never-ceasing motion of tidal current. Faux-warmth is 'given-off' by the weak sun, a sense of warmth seemingly psychological. It's a

welcomed attempt at warding off the chilling inflicted by a persistent ocean breeze or wind. The ever-present, intoxicating beauty of the place lingers in the memory.

Congress, in 1992, recognized the Presidio of San Francisco as a National Historic Landmark. In 1995 it ceased to be a military institution and a mandate was imposed requiring the park to become financially independent by 2013. To meet the mandate the *Presidio Trust* has been established and serves to decide and direct the fate and future of the San Francisco Presidio. Presidio Trust is entrusted to protect the National Park's environmental sensitivity and preserve the land of the National Park. When the idea was presented to hold a Concours d'Elegance on Presidio grounds it was considered contradictory to the goals of Presidio Trust as none had been held on a National Park before. Negotiation over a period of almost three-years has resulted in the realization that the goals of the Concours and the goals of Presidio Trust are mutual and working and planning with Pat Willee has led to us being here today! The San Francisco Presidio Concours d'Elegance salutes these beautiful automobiles chosen for display (their owners as well). The selected automotive perfection - in original state, preserved or meticulously and exactly restored - can be enjoyed today by discriminating automobile aficionados, as well as those casually interested in beautiful automobiles. The Presidio extends its welcome!

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Interesting gorgeous Emily attracts other gorgeous girls like lint, who all want a ride with her to special events. Two of her more notable passengers are Sophia Loren and Marie Osmond. Mr. Cassady will be pleased to relate the rest of the story on the green today.



# AUTOVINO



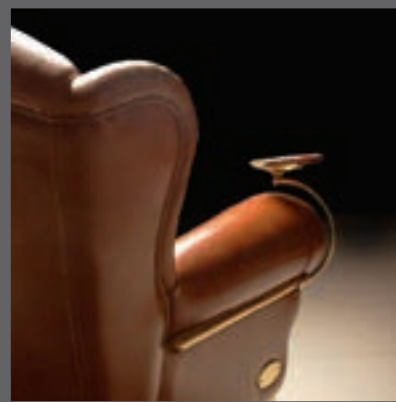
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# CLASS AND EX

## Featured Marques

### Packard

#### Class P1-Packard Pre WWII Closed

- 16 ..... 1940 ~ Packard 7 Passenger Sedan  
*Owned by Maralyn & Billy Moore of Ukiah, CA*
- 56 ..... 1937 ~ Packard Super 8 Touring  
*Owned by George & Eddie Beck of Concord, CA*
- 156 .... 1933 ~ Packard Club Sedan  
*Owned by Paul Williams of Sonoma, CA*
- 170 .... 1940 ~ Packard 110 Woody Wagon  
*Owned by Donnie Crevier of Costa Mesa, CA*

#### Class P2-Packard Pre WWII Open

- 17 ..... 1934 ~ Packard 1107 Phaeton  
*Owned by Jay & Christina Moore of LaHaina, HI*
- 23 ..... 1933 ~ Packard 1005 Coupe Roadster  
*Owned by Don & Glenda Sears of Tiburon, CA*
- 51 ..... 1937 ~ Packard 115-C Rumble Seat Convertible  
*Owned by David Robinson of Emeryville, CA*
- 72 ..... 1934 ~ Packard 1107 5 Passenger Phaeton  
*Owned by Don & Terry Connolly of Aptos, CA*
- 88 ..... 1931 ~ Packard Coupe Roadster, Waterhouse  
*Owned by Academy of Art University of San Francisco, CA*
- 89 ..... 1934 ~ Packard Sports Phaeton, Le Baron  
*Owned by Academy of Art University of San Francisco, CA*
- 125 .... 1933 ~ Packard 1004 Coupe Roadster  
*Owned by Bob Tiffin of Red Bay, Alabama*
- 164 .... 1941 ~ Packard Darrin  
*Owned by Don & Glenda Sears of Tiburon, CA*
- 169 .... 1935 ~ Packard 1207 Coupe Roadster  
*Owned by Donnie Crevier of Costa Mesa, CA*
- 178 .... 1913 ~ Packard Twin Six 7 Passenger Phaeton  
*Owned by Richard & Lana Vento of St Thomas, USVI*

#### Class P3-Packard Post WWII Open and Closed

- 62 ..... 1949 ~ Packard Convertible  
*Owned by Bill & Carol Norton of American Canyon, CA*
- 115 .... 1954 ~ Packard Pacific  
*Owned by Merna Holmes of San Leandro, CA*
- 140 .... 1956 ~ Packard 400 Hardtop  
*Owned by Phillip Sherman of Rodeo, CA*
- 141 .... 1955 ~ Packard 400 Hardtop  
*Owned by Fred Hill of Lafayette, CA*

### Bentley

#### Class B-1-Bentley Vintage 1922 through 1932

- 61 ..... 1927 ~ Bentley 4.5 Litre Le Mans  
*Owned by Bruce Campbell of Alamo, CA*
- 147 .... 1927 ~ Bentley 3 Litre VDP  
*Owned by John DeHaan of Vallejo, CA*
- 175 .... 1925 ~ Bentley 3 Litre Super Sports  
*Owned by Robert Cole of Woodside, CA*
- 85 ..... 1927 ~ Bentley 3 Litre Tourer  
*Owned by Joel Carash of Stockton, CA*

#### Class B-2-Bentley Derby 1933 through 1939

- 41 ..... 1934 ~ Bentley 3.5 Litre  
*Owned by Neal Kirkham of Saratoga, CA*
- 45 ..... 1938 ~ Bentley 4.25 Litre  
*Owned by Austin Kilburn of Saratoga, CA*

#### Class B-3-Bentley Early Post War

- 18 ..... 1952 ~ Bentley All Steel Town Car  
*Owned by Dr. Charles Syers of San Mateo, CA*
- 42 ..... 1948 ~ Bentley Mk VI  
*Owned by Gordon Johnson of Alamo, CA*
- 67 ..... 1953 ~ Bentley R - Type  
*Owned by Bob Nicholson of Presidio of SF, CA*
- 68 ..... 1951 ~ Bentley Mk VI, Radford  
*Owned by Ivan Gallo of Menlo Park, CA*
- 75 ..... 1951 ~ Bentley Mk VI  
*Owned by Stephan Szabo of Sonoma, CA*

#### Class B-4-Bentley Series, 1955 through 1965

- 46 ..... 1955 ~ Bentley Hooper  
*Owned by Clyde Cassidy of Fair Oaks, CA*
- 59 ..... 1963 ~ Bentley S-3  
*Owned by Brent & Helen Heath of San Leandro, CA*
- 71 ..... 1956 ~ Bentley S-1  
*Owned by Thomas Knapp of San Francisco, CA*
- 93 ..... 1961 ~ Bentley S2 Continental  
*Owned by Peter Lambert of Muir Beach, CA*
- 54 ..... 1968 ~ Bentley T Type  
*Owned by Carlen Colgett of Hayward, CA*

#### Class B-6-Bentley Modern 1988 to Present

- 99 ..... 2001 ~ Bentley Arnage Red Lable  
*Owned by John Kingstom III of Novato, CA*
- 127 .... 1995 ~ Bentley Continental  
*Owned by William Charles of Sausalito, CA*

# H I B I T O R L I S T

JULY 19, 2009

## Class A- US Classics Open

- 13 ..... 1936 ~ Cadillac Series 75 Fleetwood Convertible  
*Owned by Eugene Daly of San Mateo, CA*
- 103 .... 1936 ~ Cord 810 Cabriolet  
*Owned by Allan McCrary & Susan Doyle of Vacaville, CA*
- 112 .... 1929 ~ Cadillac 341B Roadster  
*Owned by Norm Buckhart of Sonoma, CA*
- 113 .... 1925 ~ Lincoln L Sports Touring  
*Owned by Norm Buckhart of Sonoma, CA*
- 128 .... 1928 ~ La Salle 303 Roadster  
*Owned by David Buchanan of Palo Alto, CA*
- 139 .... 1921 ~ HCS Touring  
*Owned by Wendell Joost of Guerneville, CA*

## Class B- US Classics Closed

- 70 ..... 1937 ~ Cord Beverly 812 Sedan  
*Owned by John MacPherson of Vacaville, CA*
- 90 ..... 1935 ~ Pierce Arrow Silver Arrow Coupe  
*Owned by Academy of Art University of San Francisco, CA*
- 106 .... 1936 ~ Cord Westchester  
*Owned by Josh Malks of Capitola, CA*
- 152 .... 1936 ~ Pierce Arrow 1601 5 Passenger Sedan  
*Owned by Jim & Laura Oschner of Redwood City, CA*

## Class C- European Classics Open & Closed

- 80 ..... 1937 ~ Rolls Royce 25/30 James Young  
*Owned by David Clover of Oakland, CA*
- 161 .... 1929 ~ Rolls Royce Shooting Brake  
*Owned by John Carey of San Jose, CA*
- 130 .... 1937 ~ Delahaye Roadster  
*Owned by Robert Cory of San Francisco, CA*
- 166 .... 1932 ~ Alvis Speed 20 SA  
*Owned by Gary Marquis of Chico, CA*

## Class Commercial- Commercial Vehicles

- 144 .... 1917 ~ Reo Funeral Coach  
*Owned by Dick Smith of Sunnyvale, CA*

## Class E- Preservation Award limited to Unrestored original cars through 1956

- 50 ..... 1914 ~ Kissel 40 Touring  
*Owned by Lynn Kissel of Livermore, CA*
- 74 ..... 1934 ~ Ford 4 Dr. Touring Sedan  
*Owned by Mike Gavin of San Jose, CA*
- 78 ..... 1940 ~ La Salle Series 52 4 Door  
*Owned by Karol Hosking of Pinole, CA*
- 149 .... 1936 ~ Chrysler Business Coupe  
*Owned by Robert & Diane Ballew of S. San Francisco, CA*

## Class EC- Exotic Corral

- 28 ..... 1999 ~ Ferrari 550 Maranello  
*Owned by Peter Enteneuer of San Francisco, CA*
- 87 ..... 1995 ~ Ferrari F355 GTS  
*Owned by Myles & Donna Kitchen of Aptos, CA*
- 148 .... 1995 ~ Ferrari F355 Spyder  
*Owned by Calvin Leong of San Francisco, CA*

## Class F- Muscle Cars 1963 - 1972

- 21 ..... 1968 ~ AMC AMX  
*Owned by Sy Tashjian of Millbrae, CA*
- 57 ..... 1970 ~ Dodge Challenger  
*Owned by Bud & Jan Millard of Millbrae, CA*
- 63 ..... 1968 ~ Ford Mustang GT CA  
*Owned by Mike & Robinette Jewell of Chicago Park, CA*
- 66 ..... 1969 ~ Chevrolet Camaro  
*Owned by Ron Roach of S. San Francisco, CA*
- 96 ..... 1966 ~ Chevrolet Chevelle SS  
*Owned by Larry Nannini of Daly City, CA*
- 110 .... 1967 ~ Chevrolet Camaro  
*Owned by Lane Lewis of Livermore, CA*

## Class H- Ferrari through 1974

- 44 ..... 1963 ~ Ferrari 250 California Spyder  
*Owned by John Furnas of San Francisco, CA*
- 77 ..... 1963 ~ Ferrari 250 GTE  
*Owned by Luke Kowalski of Belmont, CA*
- 82 ..... 1972 ~ Ferrari 365 GTB-4  
*Owned by Alan Cavey of San Francisco, CA*
- 100 .... 1966 ~ Ferrari 330 GTC  
*Owned by Lawrence Zinkin of Green Valley, CA*
- 105 .... 1972 ~ Ferrari 365 GTC-4  
*Owned by Gary Kuntz of Danville, CA*
- 111 .... 1967 ~ Ferrari 330 GTC  
*Owned by Jon Quint of Oakland, CA*
- 122 .... 1967 ~ Ferrari 330 GT 2+2  
*Owned by Paul Schaeffer of Tiburon, CA*
- 150 .... 1966 ~ Ferrari 275 GTB  
*Owned by Matt Brady of Sausalito, CA*
- 153 .... 1963 ~ Ferrari 250 GTL Lusso  
*Owned by Randy Hill of Burlingame, CA*
- 163 .... 1966 ~ Ferrari 275 GTS  
*Owned by Joe Hensler of Sacramento, CA*
- 168 .... 1966 ~ Ferrari 500 Superfast  
*Owned by Jeremy Nickel of Yountville, CA*
- 172 .... 1950 ~ Ferrari 195 Inter Berlinetta  
*Owned by Richard Martin of Sonoma, CA*
- 173 .... 1965 ~ Ferrari 275 GTS  
*Owned by Jon Alff of Berkeley, CA*
- 177 .... 1960 ~ Ferrari 250 California Spyder  
*Owned by Richard & Lana Vento of St Thomas, USVI*



# CLASS AND EX

## Class I-J-Ferrari 1975 through 1987 Including Dino

- 48 ..... 1987 ~ Ferrari Testa Rossa  
*Owned by Nick Stenn of Morgan Hill, CA*
- 38 ..... 1975 ~ Ferrari Dino 308 GT4  
*Owned by Anne Steele of San Bruno, CA*
- 116 .... 1985 ~ Ferrari 308 GTS  
*Owned by Michael & Phyllis Tucker of Galt, CA*
- 134 .... 1975 ~ Ferrari Dino 308 GT4  
*Owned by Gianni Leonarduzzi of Napa, CA*
- 151 .... 1982 ~ Ferrari 308 GTSi  
*Owned by Greg Smith of Los Gatos, CA*
- 107 .... 1972 ~ Ferrari Dino 246 GT  
*Owned by Sal & Lu Zammatti of Moraga, CA*
- 133 .... 1972 ~ Ferrari Dino 246 GTS  
*Owned by Tish & Tom Thinesen of Sunnyvale, CA*
- 162 .... 1975 ~ Ferrari Dino 308 GT4  
*Owned by Edward & Cindy Therrien of Alameda, CA*

## Class G-K-Lamborghini - Maserati Through 1987

- 10 ..... 1973 ~ Maserati Bora  
*Owned by Wilson Werhan of Walnut Grove, CA*
- 53 ..... 1961 ~ Maserati 3500 GT  
*Owned by Harry Garschagen of La Selva Beach, CA*
- 97 ..... 1971 ~ Maserati Ghibli  
*Owned by Richard Gray of Carmel Valley, CA*
- 31 ..... 1968 ~ Lamborghini Miura  
*Owned by Gil & Aprille Lucero of Mt. View, CA*
- 9 ..... 1967 ~ Lamborghini Islero  
*Owned by Phil White of Atherton, CA*

## Class L-Exotics to 1987

- 14 ..... 1972 ~ DeTomaso Pantera GTS  
*Owned by Tony Blevins of Half Moon Bay, CA*
- 43 ..... 1980 ~ BMW M-1  
*Owned by Chris Provo of San Francisco, CA*
- 58 ..... 1985 ~ Lotus Turbo Esprit  
*Owned by Harvey Lasky of Concord, CA*
- 73 ..... 1977 ~ Porsche 930 Turbo  
*Owned by Chris Hinojosa of Rocklin, CA*
- 120 .... 1973 ~ Jaguar E Type Roadster  
*Owned by Terry & Carolyn Leeder of San Francisco, CA*

## Class M-Antiques to 1919

- 117 .... 1913 ~ Pope Hartford, Model 31  
*Owned by Bill & Lee Guarte of Soledad, CA*

## Class N-O-Vintage Open and Closed through 1948

- 2 ..... 1929 ~ Ford Model A Roadster  
*Owned by Kevin Enderby of Redwood City, CA*
- 6 ..... 1931 ~ American Austin 142 Roadster  
*Owned by Lynn & Jan James of Tracy, CA*
- 26 ..... 1937 ~ Cadillac Series 60 Convertible  
*Owned by Donald Barnes of San Francisco, CA*
- 22 ..... 1930 ~ Ford Model A Coupe  
*Owned by Warren Spiegel of Daly City, CA*

- 69 ..... 1939 ~ Ford Station Wagon  
*Owned by Tom Meakin of San Mateo, CA*
- 92 ..... 1934 ~ Ford 3 Window Coupe  
*Owned by James Peterson of San Francisco, CA*
- 157 .... 1947 ~ Chrysler Town & Country  
*Owned by Richard Moore of Tiburon, CA*

## Class P-R-American Open and Closed 1949 through 1960

- 15 ..... 1949 ~ Cadillac Series 60 Convertible  
*Owned by Charles Thompson of Novato, CA*
- 91 ..... 1959 ~ Cadillac Biarritz Convertible  
*Owned by Academy of Art University of San Francisco, CA*
- 7 ..... 1957 ~ Chrysler Imperial Crown Coupe  
*Owned by William O'Brian of San Mateo, CA*
- 11 ..... 1957 ~ Cadillac El Dorado Brougham  
*Owned by Geoffery Smith of San Rafael, CA*
- 20 ..... 1960 ~ Chrysler New Yorker Station Wagon  
*Owned by Bill Jones of San Rafael, CA*
- 30 ..... 1958 ~ Chrysler 300 D  
*Owned by Henry Hopkins of Richmond, CA*
- 33 ..... 1955 ~ Studebaker Speedster  
*Owned by Leonard Brewer of Georgetown, CA*
- 129 .... 1960 ~ Studebaker Hawk  
*Owned by Tom & Joan Benedetti of San Mateo, CA*
- 131 .... 1957 ~ Cadillac Fleetwood  
*Owned by Nick Rassushin of Concord, CA*
- 137 .... 1949 ~ Cadillac Coupe De Ville  
*Owned by Joe McDonald of Los Altos, CA*

## Class Q-S-American Open and Closed 1961 through 1972

- 19 ..... 1965 ~ Chevrolet Implala Convertible  
*Owned by Rudy/Pat/Mike Kreuzer of Santa Rosa, CA*
- 29 ..... 1961 ~ Imperial Crown Convertible  
*Owned by Richard Palmer of Richmond, CA*
- 160 .... 1966 ~ Ford Thunderbird  
*Owned by Myrna Condrick of San Jose, CA*
- 32 ..... 1961 ~ Cadillac Coupe De Ville  
*Owned by Dave Carelli of S. San Francisco, CA*
- 79 ..... 1966 ~ Ford Mustang Coupe  
*Owned by Vincent Leonetti of Daly City, CA*
- 121 .... 1964 ~ Studebaker Avanti  
*Owned by Luther & Alexia Gentry of Belmont, CA*

## Class T-American Sports Cars 1961 through 1972

- 27 ..... 1954 ~ Nash Nash Healey  
*Owned by Jim & Maurita Walton of Alamo, CA*
- 34 ..... 1954 ~ Kaiser Darrin  
*Owned by John Nirenstien of Tiburon, CA*
- 37 ..... 1957 ~ Corvette Roadster  
*Owned by Dick Kiehl of San Carlos, CA*
- 40 ..... 1954 ~ Kaiser Darrin  
*Owned by James Orsburn of Gold River, CA*
- 84 ..... 1957 ~ Chevrolet Corvette  
*Owned by Lou Marchiorlatti of Danville, CA*
- 101 .... 1967 ~ Chevrolet Corvette  
*Owned by Richard Bianchi of Calistoga, CA*



# H I B I T O R L I S T

JULY 19, 2009

**119 .... 1962 ~ Chevrolet Corvette**  
*Owned by Bud Micelli of Redwood City, CA*

**145 .... 1957 ~ Ford Thunderbird**  
*Owned by Hal Schuette of San Carlos, CA*

## **Class U**-Foreign Sports Cars through 1956

**1 .....** 1955 ~ Jaguar XK 140 FHC  
*Owned by Geoffrey Norton of Sonoma, CA*

**81 .....** 1955 ~ Mercedes 300 SL  
*Owned by Bob West of Martinez, CA*

**95 .....** 1939 ~ MG TA Tickford  
*Owned by Douglas Spindler of Shingle Springs, CA*

**118 ....** 1953 ~ Arnolt MG Bertone  
*Owned by James & Karen Silva of Castro Valley, CA*

**123 ....** 1953 ~ Siata 208 S Spyder  
*Owned by Larry Solomon of San Francisco, CA*

**124 ....** 1956 ~ MG MGA Roadster  
*Owned by Rod Hill of San Jose, CA*

**138 ....** 1947 ~ MG TA  
*Owned by Joseph Marcotte of San Jose, CA*

**142 ....** 1954 ~ Jaguar XK 120m  
*Owned by Ken Metzger of Belvedere, CA*

**143 ....** 1935 ~ Riley 15/6 BAJ Special  
*Owned by Ian Hammer of Chico, CA*

**165 ....** 1955 ~ Porsche Continental Coupe  
*Owned by Rick Hartbrodt of Monterey, CA*

**167 ....** 1953 ~ MG TD  
*Owned by Debbie & Stephan Holmes of Ross, CA*

## **Class V**-Foreign Sports Cars 1957 - 1977 Under \$5,000

**5 .....** 1968 ~ Porsche 912  
*Owned by George Vaccaro of Cupertino, CA*

**12 .....** 1962 ~ MG A Mk I  
*Owned by Randy Grossman of San Leandro, CA*

**25 .....** 1964 ~ Austin Healey 3000 Mk III  
*Owned by Roger Conte of San Leandro, CA*

**39 .....** 1966 ~ Porsche 912  
*Owned by Ken Brown of Salinas, CA*

**52 .....** 1969 ~ Lotus Elan S4/SE  
*Owned by Philip Mitchell of San Jose, CA*

**98 .....** 1965 ~ Sunbeam Tiger  
*Owned by Jeffery Kane of San Francisco, CA*

**109 ....** 1966 ~ Austin Healey 3000 Mk III  
*Owned by Gary Schwartz of Monterey, CA*

**146 ....** 1958 ~ Porsche 356A  
*Owned by Willaim Dissler of Saratoga, CA*

**154 ....** 1958 ~ Porsche Speedster  
*Owned by Chris Roman of San Francisco, CA*

**35 .....** 1961 ~ Alfa Romeo Giulietta  
*Owned by Martin Rosenthal of Daly City, CA*

## **Class VRC**-Vintage Race Cars

**36 .....** 1954 ~ Kurtis Roadster  
*Owned by Martin Rosenthal of Daly City, CA*

**94 .....** 1956 ~ Jaguar XK 140 OTS OTS  
*Owned by Ernie Gabiati of Lafayette, CA*

**126 ....** 1963 ~ Shelby King Corba  
*Owned by Bill Hartman of Yuba City, CA*

**135 ....** 1962 ~ Lotus 23B  
*Owned by Michael Summers of W. Sacramento, CA*

**171 ....** 1962 ~ Alfa Romeo Giulietta SZ  
*Owned by Jeff & Monique Hill of Oakland, CA*

**155 ....** 1964 ~ Sunbeam Alpine  
*Owned by Bill Atalla of Reno, Nevada*

**174 ....** 1968 ~ Chevrolet Corvette  
*Owned by Jim Herlinger and Lana Vento of Woodside, CA*

## **Class W**-Foreign Sports Cars 1957 - 1977 over \$5,000

**55 .....** 1972 ~ Jaguar E Type Roadster  
*Owned by Tony Theopolis of Piedmont, CA*

**60 .....** 1966 ~ Iso Bizzarrini 5300 Strada  
*Owned by Michael Gulett of Monte Sereno, CA*

**104 ....** 1973 ~ Porsche Carrera RS  
*Owned by Chris Roman of San Francisco, CA*

**108 ....** 1964 ~ Aston Martin DB 5  
*Owned by Paul Carrubba of Aptos, CA*

**159 ....** 1961 ~ Aston Martin DB4 GT Zagato  
*Owned by Peter Read of Berkeley, CA*

## **Class X-Y**-Foreign Passenger Cars through 1977 under \$6,000

**65 .....** 1951 ~ Riley RMD Drophead  
*Owned by Ben & Bob La Mar of Half Moon Bay, CA*

**136 ....** 1954 ~ Volkswagen Type 1 Convertible  
*Owned by Melissa Frank of Menlo Park, CA*

**4 .....** 1972 ~ BMW 2002tii  
*Owned by Richard Pellicone of San Jose, CA*

**76 .....** 1962 ~ Volkswagen Karmen Convertible  
*Owned by Tony & Pat Olmo of Monterey, CA*

**83 .....** 1960 ~ Lancia Appia 4 Door  
*Owned by Anotonio & Nancy Corbelletta of Mt. View, CA*

**86 .....** 1972 ~ Citroen DS 21 Pallas  
*Owned by Ruut Van den Hoed of Saratoga, CA*

**114 ....** 1964 ~ Jaguar Mark II  
*Owned by Jeff & Sherron Egner of Grass Valley, CA*

**158 ....** 1959 ~ Jaguar Mark IX  
*Owned by Stephan Silen of San Anselmo, CA*

## **Class Z**-Foreign Passenger Cars 1957 - 1977 over \$6,000

**3 .....** 1970 ~ Mercedes 280 SE Cabriolet  
*Owned by Ralph Moeo of Santa Cruz, CA*

**8 .....** 1963 ~ Jaguar Mark X  
*Owned by Micah Wellman of Sparks, Nevada*

**24 .....** 1968 ~ Mercedes 280 SE Coupe  
*Owned by Kristopher Summit of Vacaville, CA*

**47 .....** 1960 ~ Mercedes 220 SE Cabriolet  
*Owned by Bob Buckter of San Francisco, CA*

**49 .....** 1962 ~ Rolls Royce Silver Cloud I  
*Owned by Dan Kelly of Fair Oaks, CA*

**64 .....** 1970 ~ Mercedes 280 SE Cabriolet  
*Owned by Bill Brooks of Santa Cruz, CA*

**102 ....** 1959 ~ Rolls Royce Silver Cloud I  
*Owned by James Weager of Palo Alto, CA*

**132 ....** 1963 ~ Daimler Majestic Major Limosine  
*Owned by Daniel Roberts of Tiburon, CA*



## 2008 Championship Award Winner

### 1947 JAGUAR Mk IV

Howard and Mary Ann Clarke

Springville, California

The inaugural Presidio of San Francisco Concours d'Elegance is proud to be a Sports Car Club of America sanctioned event. Since 1944 the SCCA has brought motorsports to all Americans who share a passion for automobiles, speed and competition. From National Championships to regional events, from the professional arena to the amateur, SCCA has organized, supported and developed auto racing at every level for over six decades.

Automobile enthusiasts owe SCCA for not only keeping the race flame alive but for doing the same for car shows known historically as "Concours d'Elegance". SCCA has provided over the years a judging matrix that has made comparison of various vehicles fair and objective by judging them on a basis of overall originality and the degree of perfection in the restoration.

The guidelines and rules that were set down by the governing body of the SCCA Concours division, is such that the automobiles being showed must be as they came from the factory. Any upgrade or deviation from the manufacture original design of the automobile will be points lost, thus keeping the automobile as original as possible. Most entrants take great pride in keeping to this standard.

In 2008 the SCCA set in motion a new policy. There will be a championship awarded to the automobile that has the greatest number of points for the Concours Season at the final concours of the season, the Niello Concours at Serrano. Each automobile, upon entry into a SCCA Concours, will receive 5 points for entering the show. For 1st in class 5 points, for 2nd in class 3 points, and for 3rd in class 2 points. The automobile that is chosen Best of Show will receive 10 additional points. The automobile that has the greatest number of points at the end of the show season will be declared Concours Champion for that season. This automobile will be exempt the following year only from the Concours Championship Award but may enter in all shows and be eligible to be a class winner, thus not having the same automobile winning the championship year after year. After a one year absence the automobile will be again eligible for championship competition.

Ed Therrien ~ Chief of Concours

Butch Wright ~ Chief Judge

Shirley Wright ~ Chief of Scoring

Darren Townsley ~ Chief of Field

Tom Ganno ~ Director of Marketing

Jim Perell ~ Director of Communications/SCCA Liasson

Cindy Scagliola ~ Director at Large

Pat Willie ~ Secretary/Treasurer



## ON THE GREEN TODAY



### 1949 CADILLAC CONVERTIBLE

Charles Thompson

Novato, California

This classic dream mobile model received two important "first" distinctions the year it was manufactured by General Motors. Cadillac received the first Motor Trend Magazine Car of the Year award in 1949. This was also the introductory year for GM's new 33 cubic inch overhead valve 160 HP V8 engine which was lighter weight, higher horse power, and higher compression than in Cadillac's past.

This model year marked the second one that Cadillacs sported Harvey Earl's famed fin design inspired by the P 38 Lightning aircraft's twin boom tail rudders. Thompsons convertible in it's original "colonial cream" exterior and red leather interior, came with an AM radio with a vacuum antenna and a single hydra electric system that operated the heater, the windows, the front seat and the convertible top. Definitely this car is the cream of the Cadillac crop. Visit it on the green today.

## ON THE GREEN TODAY



### 1928 4.5 LITRE LE MANS VDP BENTLEY, XR-3337

Bruce Campbell

Alamo, California

This 1928 4.5 Litre Le Mans VDP Bentley, XR-3337, owned by Bruce Campbell on the green today is a very fast and extremely robust racing machine which evokes all the style and charisma associated with the Bentley boys and their racing triumphs of the twenties and early.

The 4.5 Litre is reputed to have been W.O. Bentley's favorite model. In the 1927 Le Mans race, Frank Clement set the fastest lap in one at 73.4 mph before retiring in the famous White House crash. After re-construction, the very same car won the 1928 Le Mans race. The following year, 1929, three factory entered 4.5 Litre models finished 2nd, 3rd and 4th. Due to Bentley's remarkable success at Le Mans, a total of 662 cars were produced from 1927 until 1931.

XR-3337 was originally featured in London's 1928 Olympia Auto Show as a Victor Broom bodied drop head coupe. It was re-bodied at the factory for privateer racing in 1930 as a Le Mans style Tourer, with fabric painted coachwork, appropriate Le Mans tank and instruments, a "D" type 4 speed gearbox with over-drive and was fitted with adjustable "on the fly" brakes.



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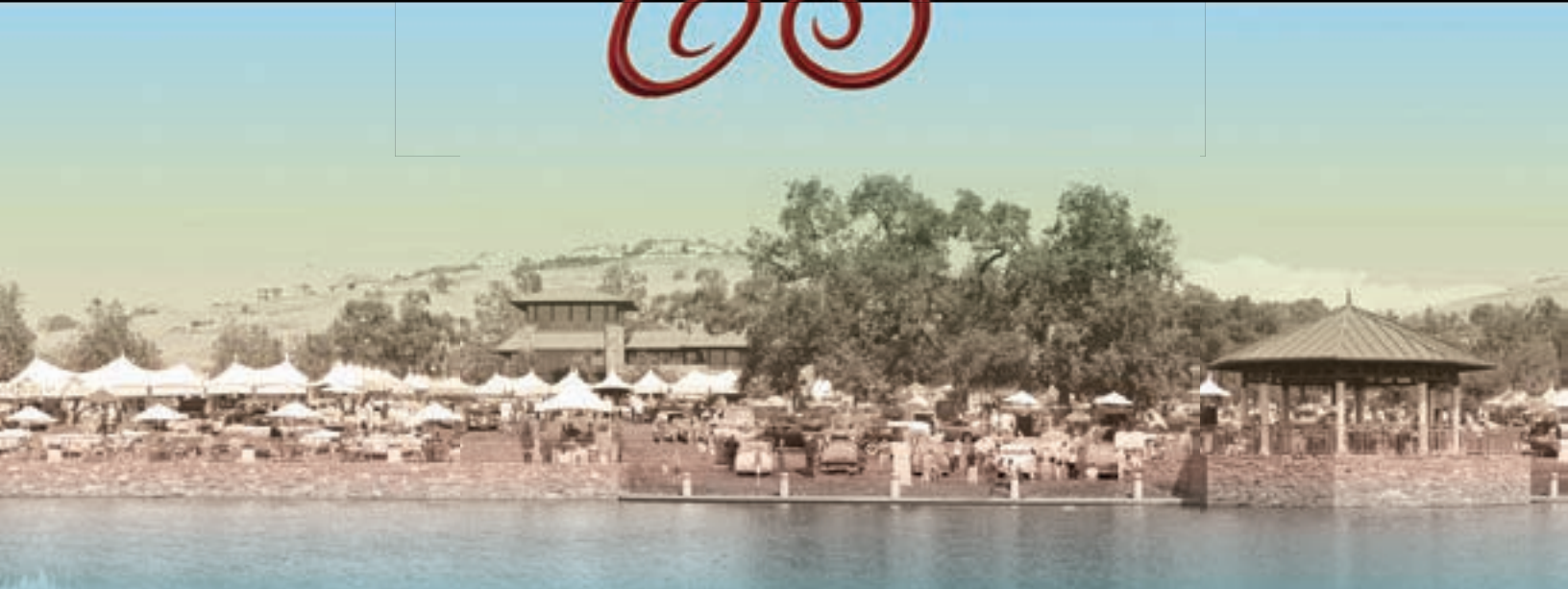


**“World’s Most Beautiful Book of the Year 2008”**  
was awarded to *Ron Kimball* at the Festival Automobile International  
held in Paris, France.

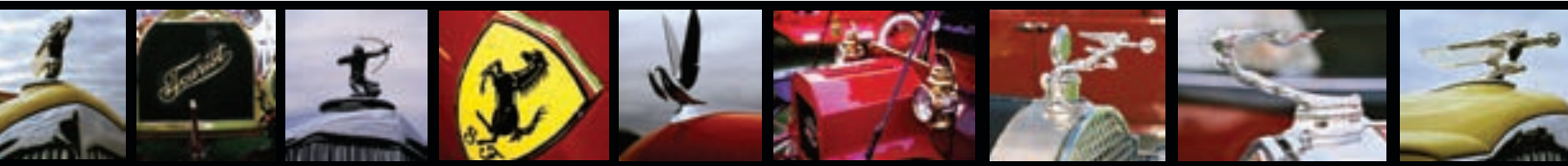
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