



CELEBRATING THE MARQUE  
OF  
ROLLS-ROYCE *Motor Cars*

THE SAN FRANCISCO CONCOURS D' ELEGANCE AT THE PRESIDIO  
*July 18, 2010*

# NEWS d'Elegance

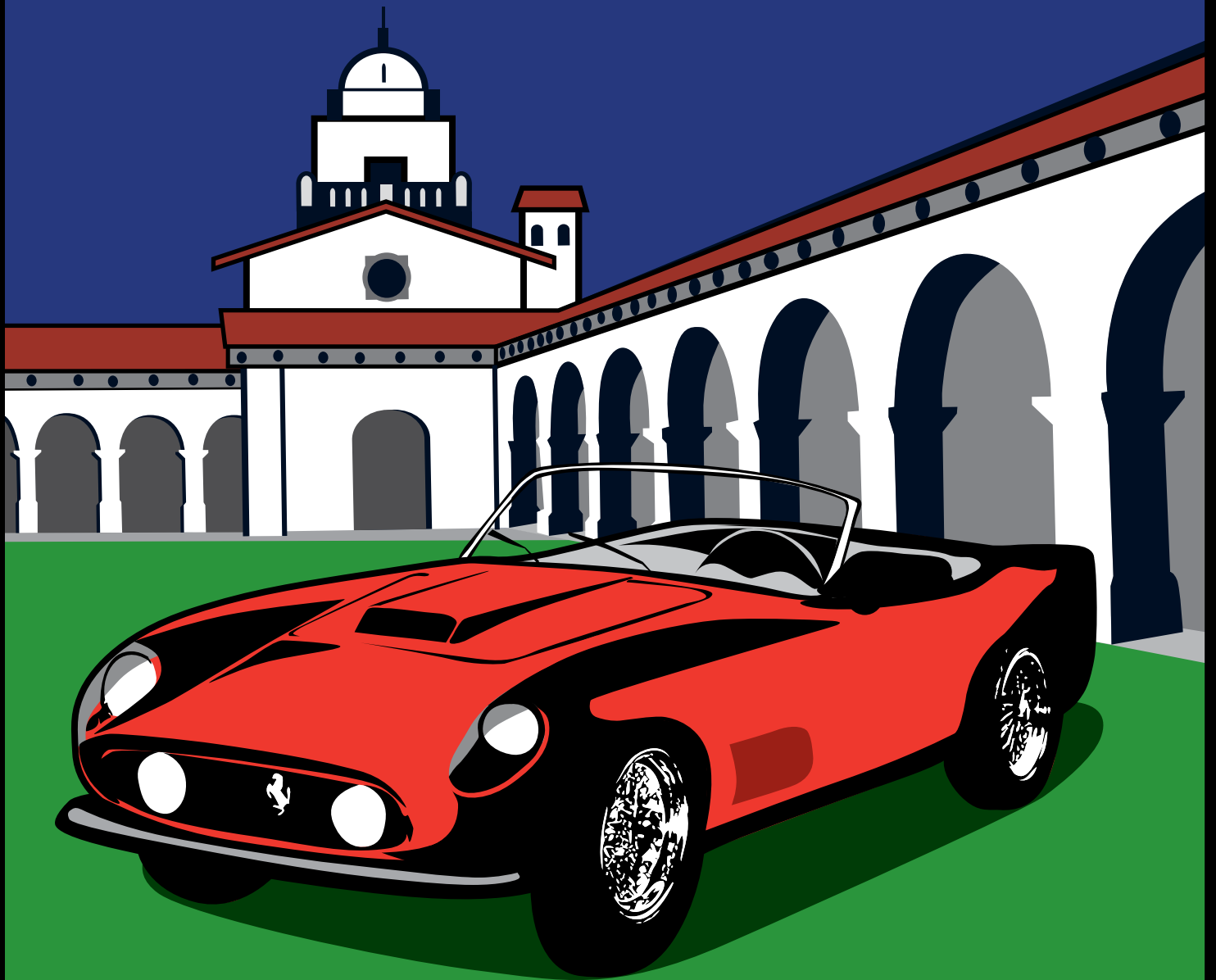


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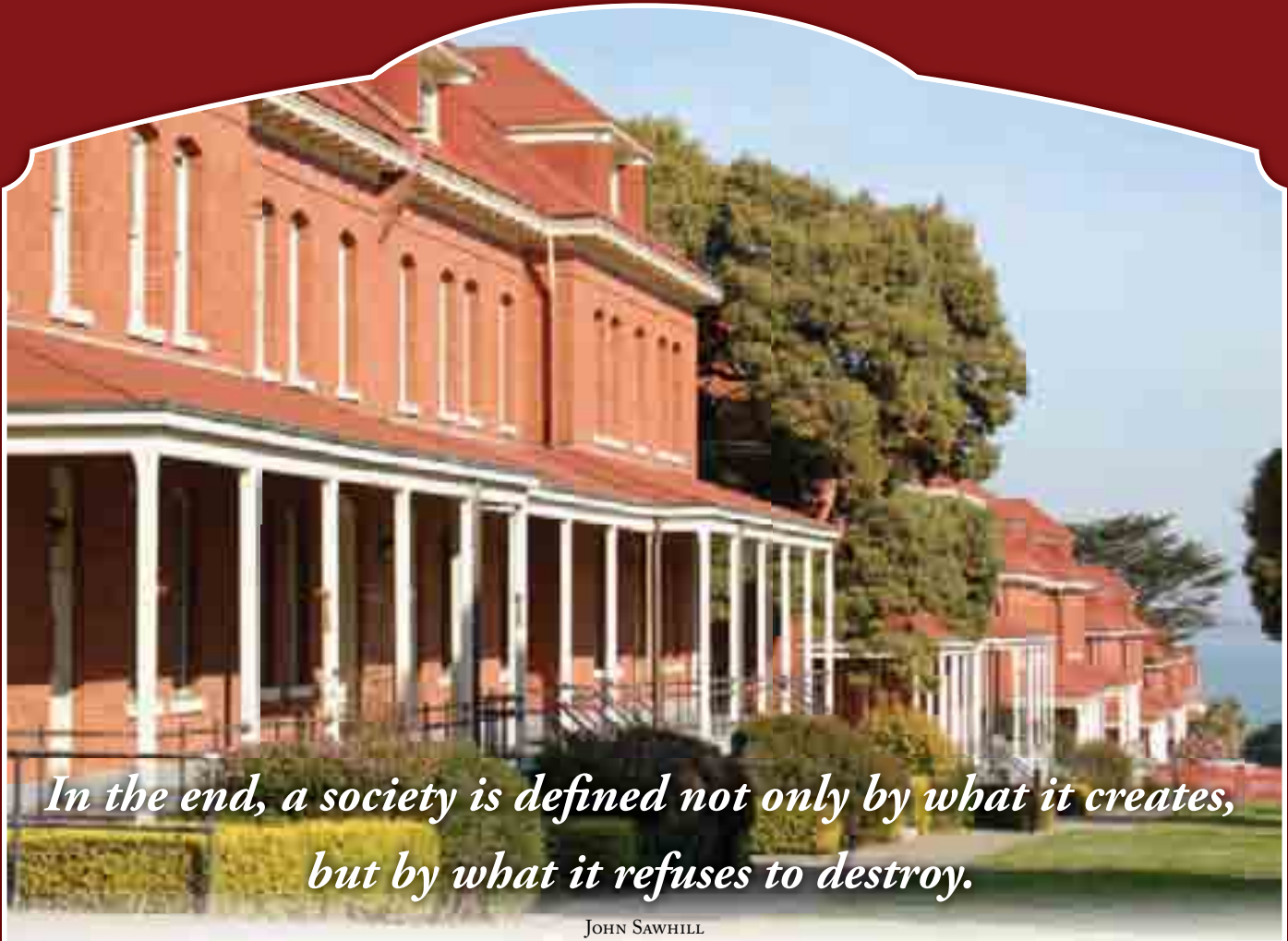
ALL NEWS

740 AM (( )) FM 106.9

# TRAFFIC d'Elegance



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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

**T**he 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.

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 2<sup>nd</sup> annual Presidio of San Francisco Concours d'Elegance. How thrilling it is to present an event at this historical location, one of the most memorable landmarks in one of the world's most memorable cities! It is a truly privilege to be a part of this new tradition in San Francisco, in whose history many of the cars on the green today have played a part. It is our wish that you have as much fun with this year's *Hollywood and the Motorcar* theme as we have had putting it together.

Today we are celebrating Rolls-Royce Motor Cars with almost 100 years of the marque rolling onto the green today representing the elegance and style of that brand. We are proud of the entries and appreciate the owners who have joined us to exhibit some of the most rare and significant motorcars of times past, as well as exciting models from the present.

We applaud the participation of the Ferrari Club of America, Classic Car Club of America, Rolls-Royce Owners Club and the Sports Car Club of America, which provide us with our knowledgeable judges to keep to the standards of a true Concours d'Elegance. Winning an award at the Presidio of San Francisco Concours d'Elegance means real experts have deemed the automobile worthy of recognition.

An event of this scope requires many hours put in by many people whom we cannot thank enough. We have formed lifelong friendships with our Board Members, and have invited lifelong friends to become a part of our Board. When we see these friends work so hard on our behalf it truly is overwhelming. Thank you.

To the writers whose works shine in this event program, we thank you, one and all. Judy Bravo is a treasure not only for her quick wit, but also her vast knowledge of any and all motorcars as well as her snappy repertoire.

To everyone who supports this event, from the spectators to our generous sponsors, volunteers, advertisers and vendors: really, we could not have done it without you! A warm thank you goes to our friend, Doug Harvill, Sr. VP & Market Manager CBS Radio, for the fabulous participation of KCBS and the rest of the CBS family of San Francisco stations in promoting this event. A special thank you goes to all of our volunteers who have given of



Celebrating Hollywood and the Motorcar

Bonnie & Clyde from the movie with the eponymous name along side one of the various automobiles they "borrowed" in the movie.

their time on our behalf such as the members of the Presidio Historical Association and representatives of the Solid Rock Faith Center in El Dorado Hills.

We are proud to have as our event beneficiary the Presidio Historical Association and we are in awe of the significance of the Presidio as a historically crucial location and what it represents, always mindful of the debt we all owe to the military who are keeping us safe this very afternoon.

Most importantly, we thank God for the strength He gives us and the miracles performed to bring this event to fruition. After all of the trials and tribulations we have had come our way this year we saw prayers answered time and time again.

Please accept our personal invitation to join us on October 3, 2010 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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# Contents

## PRESIDIO OF SAN FRANCISCO CONCOURS D'ELEGANCE

- 2 Presidio Historical Association
- 3 Welcome From Brian & Michele Moore
- 7 Presidio of San Francisco Concours d'Elegance Sponsors
- 10 History of Rolls-Royce Motor Cars
- 12 Advisory Board
- 14 Car Driven Movies
- 16 San Francisco and the Motorcar ~Emery Rolls-Royce
- 16 In the Spotlight Today ~ Jurman Rolls-Royce
- 17 Honorary Judges
- 18 That Yellow Rolls-Royce
- 20 San Francisco and the Motorcar ~Malta Cadillac
- 20 In the Spotlight Today ~ Heumann Hispano Suiza
- 22 Defining the Best
- 25 High Wind Advisory ~ Rolls Royce, WWI & WWII
- 27 San Francisco and the Motorcar ~ Johnson Rolls-Royce
- 27 In the Spotlight Today ~ Ferro Maserati
- 27 In the Spotlight Today ~ Kingston Cadillac
- 28 In the Spotlight Today ~ Kissel Kissel
- 28 San Francisco and the Motorcar ~Kelly Rolls-Royce
- 29 Art Deco and the Machine Age
- 32 Rolls-Royce Motor Cars Bespoke Program
- 33 In the Spotlight Today ~ Knapp Petite Princess
- 33 In the Spotlight Today ~ Bitter Warren-Detroit
- 34 2009 Presidio of San Francisco  
Concours d'Elegance Winners
- 39 In the Spotlight Today ~ Fitzpatrick Aston Martin
- 39 In the Spotlight Today ~ Canepa Lancia
- 40 Class and Exhibitor List
- 44 History of the Emblem

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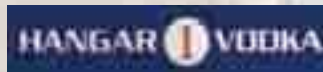


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# ROLLS-ROYCE

## CHARLES ROLLS, HENRY ROYCE AND THE SPIRIT OF ECSTASY!

On Aug 27, 1877 Lord and Lady Llangattock had a son, Charles Stewart Rolls. This young man was born into a very comfortable Victorian family. He showed a glimpse of the talents to come when he built a generator and converted a portion of the family home to electric light. Young Charles attended Eaton and Cambridge, where he was the first person to own a car, a three hp Peugeot Phaeton. He did his own repairs, thus earning the nickname “Dirty Rolls”. He was not only mechanically inclined, but also involved in the affairs of society. He was a founder of the Automobile Club of Great Britain, one of three founders of the Royal Aero Club, and the first aviator to successfully complete a double crossing of the English Channel. In 1902 he started his own company, CS Rolls and Co., which sold and maintained motor cars.

Henry Royce was the other side of the coin; he was the son of a miller and had nowhere near the upper-class childhood that Rolls did. His first job was selling newspapers at the age of 10, but soon he moved on to a

job as an apprentice for the Great Northern Railway in Peterborough. At the age of 22 he and a partner founded a firm that produced electric-light fittings, cranes and generators. In 1903 he bought a secondhand Decauville motorcar, and was so dissatisfied with the car he decided to build one for himself. By all accounts and measures this two-cylinder car was superb.

Rolls heard tell of this marvelous machine and went to see it for himself. Henry and Charles met for the first time at the Midland Hotel in Manchester, England on May 4, 1904. Rolls tested the car and was so impressed he acquired the exclusive rights to sell the entirety of Royce’s production. On December 23, 1904 the two agreed the cars would be called “Rolls-Royce”.

These first vehicles were 10 horsepower, two-cylinder cars with a leather-lined cone-type clutch, a 3-speed gearbox, a fully floating live axle and spur-type gears. There were made with the Royce badge and 16 with the Rolls-Royce livery. His first car sold for \$735. In 2007 this same car sold for over £3.5 million at a Bonhams London auction





C.S. Rolls Stand, 1906 Olympia Motor Show  
Copyright Rolls-Royce Enthusiasts Club

# History

house breaking two world records—This is the highest price ever paid at auction for both a Rolls-Royce and a veteran car (pre-1905).

Another of the more famous Rolls-Royces is the Silver Ghost. The car was initially known as the Rolls-Royce 40/50 hp, but CG Johnson provided the Silver Ghost moniker and it has stayed with the car through the ages. The extremely high quality of these cars earned them the reputation as “The Best Motor Car in the World”. There were 6,173 Silver Ghosts produced during the years from 1907 through 1925. These Ghosts had a 6-cylinder in-line water-cooled engine, a cone-type clutch, a 4-speed gearbox and a top speed of 84 mph. Certain aspects of the car changed as the production run continued.

We would be amiss if we didn't say a few words about the famous lady who rides atop the Rolls-Royce grill. “The Spirit of Ecstasy”

is described by her creator, sculptor Charles Sykes, as “A graceful little goddess ... who has selected road travel as her supreme delight and alighted on the prow of a Rolls-Royce Motor Car to revel in the freshness of the air and the musical sound of her fluttering draperies”. The first Rolls-Royce motorcar did not have the little lady present, but Sykes was commissioned by Claude Johnson, the managing director of Rolls-Royce, to create this flowing beauty, which went into production in 1911 and still gracefully maintains her place!

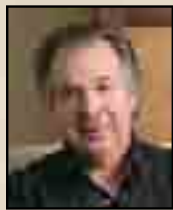




# Advisory Board

## Jesse A. Bravo

CONSULTANT



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

PROJECT MANAGER



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.

## Christian Finkbeiner

ASSISTANT TO EVENT LOGISTICS



Christian Finkbeiner is a junior at Placer High School in Auburn California where he excels both scholastically and athletically. When he is not studying or running trails in the foothills he can usually be found at home in his dad's shop. As a third generation "car guy", Christian

was restoring cars before he was legally old enough to drive. In the summer he enjoys attending the Auburn Cruise Nights with his MG Midget or his 1964 Plymouth. He is currently building a Model T Ford Speedster and a Spec Miata racecar.

## Sally Finkbeiner

HONORARY JUDGES LIASON



Sally Finkbeiner has been a lifelong fan of the automobile due to early influences by her big brother Bill. While she was in elementary school Bill restored a 1929 Model A and allowed her and her girlfriends to ride in the rumble seat. A few years later he purchased a 1956 Corvette and her love for a fast

car was off and running. So it just seemed natural to marry Bob Finkbeiner, also an avid car enthusiast. In

fact she's pretty sure Bob married her for her brother, Bill. In Sally's professional life she is a commercial property manager managing a beautiful high-rise office building in downtown Sacramento. She holds a bachelor's degree in business management and is active in several commercial real estate organizations. She is involved heavily in her church where she is a leader in the kindergarten classroom, plays the piano wherever she's needed and is a long time member of the church choir. Family time revolves around two grown sons and one teenage grandson.

## 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.

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.

## Steven P. Mellon

OFFICIAL CONCOURS PHOTOGRAPHER



Steven Mellon was destined to be a photographer long before he even held a camera in his hands. While growing up in St. Louis, Mo. Steven's aunt would visit from Oakland, California always accompanied with her Polaroid camera. Steven was so fascinated with how images taken with that camera just appeared out of thin air. Years

later he became obsessed with buying a camera and becoming a photographer. After moving to California in 1971 graduating from High School in 1974 and working for fifteen years in the restaurant business, Steven decided to pursue his passion. He attended Sacramento City College, studied photography and later landed a position with the State as a photographer photographing Governors Wilson, Davis, and Schwarzenegger. Steven has owned his own business since 2003 and continues to freelance commercial assignments through out the State and other countries - Greece, China, Italy, and more to come.



*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.*

## 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.

## 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.

## Brandon Moore

CONCOURS FIELD, CREW CHIEF



Brandon, the son of event organizers Brian and Michele Moore, has been comfortably stuck in the world of cars since birth. Growing up working at "the shop", Brian D. Moore Restorations, with his father, Brandon experienced rare automobiles firsthand and has cultivated his own passion for

unique vehicles. Taught by Brian, he has not only mastered the art of wet sanding, but has developed the skills necessary to run a successful business. Brandon currently owns and operates a Sacramento area pool service company, BTM Pool Service, and is proud to be an active member of his community. Going on his third year of being a business owner, Brandon has set high goals for the company and is excited to see it prosper. Maintaining meaningful relationships with his family, friends and clients is extremely important to Brandon while always managing to leave time to play fetch with his four legged best-friends as well.

## 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. Twenty of those years with Ferrari, Rolls-Royce and Bentley. Also experienced selling Bugatti, Lamborghini, Lotus, Spyker, Saleen S7, Jaguar and Land

Rover 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 has attended the LeMans 24 Hours many times. He has completed in many rallies and owners club tours. He continues to be the Rolls-Royce Class Host and also a Media Guide for the prestigious Pebble Beach Concours d'Elegance and has over over 39 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.

## 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.

## 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.



# CAR DRIVEN

BY JUDYTH BRAVO

In Hollywood, a town known for relationships so brief that some wedding gifts never get unwrapped, the cinema and the automobile have enjoyed an enduring relationship. It has helped that cameras love cars. Cinematographers virtually caress elegant motor vehicles with their long photographic lenses.

Automobiles have been known to play such a part in a movie's plot that they can become box office draws in themselves (think of the evolving Batmobile). The auto promotes the film; the film promotes the auto. As with all great marriages, both partners are better off because of the union.

Since their beginnings, movies have had great influence over audiences involving matters of taste. The cinema defines what is cool, as well as what is not in areas from fashion and décor to speech patterns and behavior. Nowhere is the power of the screen more evident than in automobile marketing.

Remember James Bond does not drive a van. In fact, David Brown, the wind beneath the Aston Martin's

iconic winged emblem, campaigned long and hard to insure that in the 1964 film *Goldfinger* spy James Bond was behind the wheel of the marque's new DB5 model. Later called "The Most Famous Car in the World" by the press, it was rigged with machine guns, an ejector seat and could throw out a smoke screen. Aston sales spiked.

Steve McQueen's putting a green Ford Mustang through its paces on the hills of San Francisco in 1968 in the film *Bullitt* helped to further both their careers. Thirty years after his death, McQueen's name still conjures the essence of "cool". Then there was James Dean. Hard to believe that his death at twenty-four years old as he headed his beloved Porsche to races in Monterey boosted that marque's sales. Fast forward fifty years, Dean's influence is still seen in fledgling actors on screen.

In 1972 the movie *What's Up, Doc?* parodied *Bullitt*, even choosing the City by the Bay for its epic chase scene. Barbara Streisand and Ryan O'Neal starred in this car classic that puts a Volkswagen Beetle into the Bay.

Hollywood's fondness for auto flicks has a lot to do with



their lucrative appeal at the box office. The remake of the 1974 car chase classic *Gone in 60 Seconds* which was produced by Jerry Bruckheimer and released in 2000 grossed a total of \$237,000,000 world-wide, earning \$136,000,000 in foreign theaters. Speed sells. In this now cult classic version, Nicholas Cage stars as a retired master car thief who is forced to steal fifty cars in a hurry in order to save his younger brother. Smartly he reassembles his old crew which includes his former mentor portrayed by Robert Duvall and his former girlfriend played by Angelina Jolie. Go girl.

Using its featured automobile for its title, 2008's *Gran Torino* was a critical and commercial success, grossing over \$260 million worldwide and garnering the Best Foreign Film Award in France. Starring septuagenarian Clint Eastwood who also produced and directed it, this movie uses a mint condition 1972 Ford *Gran Torino* Sport to find a common ground between old codger Eastwood, a young wanna-be-gang neighbor and his Hmong family.

2008 was a good year for car based movies. *Transporter 3*

showcased actor Jason Statham and his black Audi 8 as a high-end delivery duo in this action-packed adventure. Another film that made automobiles just part of a day's work was 1967's iconic classic *Bonnie and Clyde*. Faye Dunaway and Warren Beatty, starring as a pair of real life bank robbers, preferred Fords for their getaways but were not choosy: V-8's, Model A's and Model T's would do for this pair.

Ford Motor Company got another boost when women took the wheel in 1991's *Thelma & Louise*, starring Geena Davis and Susan Sarandon. Five identical 1966 Ford Thunderbirds were required to film this saga of two friends' two-day mishap-filled adventure in the American Southwest. Good times.

It was a Hudson Commodore and a parade of Cadillacs that provided a backdrop for *Driving Miss Daisy*, the 1989 Oscar-winning adaption of Alfred Uhry's Pulitzer Prize-winning play. With Morgan Freeman as chauffeur Hoke Colburn and Jessica Tandy portraying Miss Daisy Werthan, the movie spans two decades in their long relationship. In films as in life, cars can spark relationships. Car-guy Paul Newman's first movie with his soon-to-be real-life wife Joanne Woodward was Tennessee Williams's *Long Hot Summer* in 1958. Woodward captured Newman's attention in her white Jaguar 120 convertible. She kept it for almost fifty years (his attention; the jag belonged to the studio). Roll on, Tinsel Town. Roll on.

# MOVIES



# San Francisco and the Motorcar

## 1965 Rolls-Royce Silver Cloud III OWNED BY MICHAEL EMERY OF SAN FRANCISCO, CALIFORNIA



For owner Michael Emery of San Francisco the two-tone Rolls-Royce he's exhibiting at the Presidio of San Francisco's 2nd Annual Concours d'Elegance represents more than the sum of its parts. Emery inherited the elegant vehicle in 1999 from his grandfather Arnold Michaels, and for him the vehicle is emblematic of the gentleman's verve and enthusiasm for life.

The hard-working Michaels was the proprietor of Grodins of California, the respected men's clothing chain. A bonafide bon vivant, he was a connoisseur of all things beautiful from attire to architecture. Of course, cars were an enthusiasm also and he was especially fond of his 1957 Bentley S1 convertible, his daily conveyance for the streets of San Francisco.

Then Rolls-Royce introduced a new model with a V-8 engine and disc brakes. Michaels wanted both features added to his beloved Bentley.

Grandson Michael relates, "In 1964 he went to the dealer to have his S1

upgraded. The dealer told him it was impossible. He queried the Rolls-Royce factory in London. They said; they could not build him a new S1 with a V-8 motor and disc brakes as he would like, but they would be pleased to sell him a new Silver Cloud III. He agreed to purchase a new model, but only if it was available in the two-tone paint scheme of his Bentley. The factory declined to produce a two-tone version and many months of haggling ensued. The third version of the "Proposed two-colour scheme" rendered in exquisite drawings by the Rolls-Royce design department was deemed acceptable."

The resultant Rolls-Royce on the green today became Arnold Michaels daily driver for the next twenty years and he racked up over 225,000 miles in it. If "foodies" can say that we are what we eat, we car-buffs can proclaim "you are your daily driver". Stashing a beautiful automobile away in a garage doesn't impress. Visit the much used and much loved Silver Cloud III today.



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## 1925 Rolls-Royce Phantom I

OWNED BY RUBIN JURMAN OF LOS GATOS, CALIFORNIA

Not often does a Rolls-Royce Phantom I earn the moniker "sportscar" but this 1925 Barker Boattail version shown by owner Rubin Jurman of Los Gatos, California, qualifies. The unique vehicle was originally conceived as a gift from England's King George V to a powerful Maharaja in India for the purposes of hunting and has led a life that reads like an Indiana Jones Script.

With an aluminum hood, can cowl and nautical air vents, the very quick Rolls-Royce was decked out with a Gatling gun on its rear deck, a cannon from an old galleon as well as numerous and various other hunting guns. Fun times.

In cloak and dagger tradition, the elegant sportscar was sequestered out of India, reappearing at a Beverly Hills dealership where it was purchased by Gene Littler, the well-known golfer. Mr. Jurman acquired the automobile fourteen years ago and restored it to its former outrageous glory. In fact, it looks so good, the Indian government has suggested Jurman return it to them. Stop by this iconic car on the green today to hear his comments.



IN THE SPOTLIGHT TODAY





# 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.

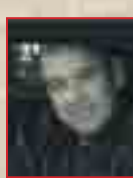
## Narsai M. David



Narsai David is the Food and Wine Editor at KCBS in San Francisco. For 16 years he owned Narsai's, the internationally renowned restaurant in Kensington, California, with a wine list described by the New York Times as "one of the ten finest in the world." A past columnist for the San Francisco Chronicle and the San Francisco Examiner, Mr. David was also host of the nationally syndicated PBS television series *Over Easy* and co-host of

*Cook Off America*. In 2000 Narsai added 'winemaker' to his résumé with the release of his Narsai Cabernet Sauvignon from the Narsai and Venus David Vineyards in St. Helena. Narsai David is President of the Board of the Berkeley Community Fund, founding Board member and past President of the Berkeley Repertory Theatre, President of the Assyrian Aid Society of America, founding member of the San Francisco Hunger Awareness Project, and the host of innumerable charity fundraising events. Wherever he goes, Narsai David's objective remains the same: to share the simple pleasures of cooking, food, and wine through education.

## Robert T. Devlin

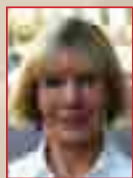


Robert T. Devlin is an automotive historian with a particular passion for the Pebble Beach Concours d'Elegance. He first attended the event as a teenager back in 1952, just two years after it started, and he has been among its most faithful participants in the ensuing five decades.

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.

## Sharon Gadberry



In order to continue the ongoing legacy of her husband, Redmond Kernan, Sharon serves as a board member of several organizations dedicated to history and to the Presidio of San Francisco: Presidio Historical Association, California Heritage Council, Neighborhood Association for Presidio Planning, and Planning Association for the Richmond. She also sits on the Consumer Relations Committee for Anthem Blue Cross.

Sharon retired in 2005 after selling her 25-year old company, Transitions Management Group, which provided executive outplacement services to major corporations throughout the world. While CEO of that company, she was president of the City Club of San Francisco, the National Association of Women Business Owners, and a Health Commissioner for the City and County of San Francisco. In her prior life, she was a tenured professor in Psychology from Adelphi University with degrees from Stanford University, UCLA, and Syracuse University. Sharon is an active member of the St. Francis Yacht Club, the Sunday Afternoon Watercolor Society and the Presidio YMCA.

## 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.

## 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; 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 - SCCA; member - Western Automotive Journalists, Pebble Beach Sports Car Club, Triumph Travelers Sports Car Club.

## John Lescroart



John Lescroart is the NY Times Bestselling author of twenty-one novels, including most recently *TREASURE HUNT* (January, 2010), the second book in the Wyatt Hunt series. He has also written fourteen novels in the San Francisco based Dismas Hardy/Abe Glitsky series. Libraries Unlimited has included him in its publication "The 100 Most Popular Thriller and Suspense Authors," his books have been translated into twenty

languages in more than seventy-five countries, and his short stories appear in many anthologies. John's first novel, *SUNBURN*, won the San Francisco Foundation's Joseph Henry Jackson Award for best as yet unpublished novel by a California author, and *DEAD IRISH* and *THE 13TH JUROR* were nominees for the Shamus and Anthony Best Mystery Novel, respectively; additionally *THE 13TH JUROR* is included in the International Thriller Writers publication "100 Must-Read Thrillers Of All Time." *HARD EVIDENCE* is named in "The Complete Idiot's Guide to the Ultimate Reading List." *GUILT* was a Readers Digest Select Edition choice. *THE MERCY RULE, NOTHING BUT THE TRUTH, and THE SUSPECT* have been major market Book Club selections. *THE SUSPECT* was also the 2007 One Book Sacramento choice of the Sacramento Library Foundation, and was chosen by the American Author's Association as its 2007 Book of the Year. Each of the last several of John's books have been Main Selections of one or more of the Literary Guild, Mystery Guild, and Book of the Month Club. Outside of the book world, John loves to cook. His original recipes have appeared in *Gourmet Magazine* and in the cookbook "A Taste of Murder." (He also wrote the forward to Francine Brevetti's paean to the famous San Francisco eatery Fior d'Italia entitled *The Fabulous Fior: 100 Years in an Italian Kitchen*.) John and his wife, Lisa Sawyer, live in Northern California.

## Tom Matano



Tom Matano has over 30 years of experience in the automotive design industry. Prior to joining Mazda, he held design positions at General Motors and BMW. In 1983, he joined Mazda's North American studio as a Chief Designer. He continued to become Vice President of the Design Division and Executive Vice President of Western Operations for Mazda R&D North America,

Inc. and Executive Designer & Director of Mazda North American Operations. From 1999 to 2002, Mr. Matano has been with Mazda in Japan, as an Executive Designer in the Global Advance Studio and the General Manager of Mazda Design in charge of the Chief Designers group that creates the entire Mazda car line designs, as well as the Europe and North American studios. His accomplishments at Mazda include the MX 5, RX 7, 929, Miata "M-Coupe" concept car, "Miata Monopost" concept car and many other projects by the design teams he managed and created. Mr. Matano is committed to becoming an educator, and using his diverse knowledge and experience to enhance the Industrial Design program at the Academy of Art University. Tom has been at AAU for eight years and his department has grown in size (from under 200 to over 650 enrollments) as well as awareness in the industries it serves.

## Phil Matier



Whether it's politics, personalities or analysis Phil Matier is one of best informed insiders in the Bay Area. In addition to his work with KCBS and CBS 5, Matier and fellow journalist Andy Ross co-write a news column for the San Francisco Chronicle. Their column, *Matier & Ross*, runs Sunday, Monday, and Wednesday, offering scoops and insights about one of the most fascinating and trend setting regions in the country. Matier can be heard

on KCBS All News 740 AM and 106.9 FM Mondays through Fridays at 7:50am and 5:50pm or listen to his podcasts anytime, posted daily on kcbs.com.

## 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.

## Arv Voss



Arv Voss is a Northern California-based freelance motoring journalist that specializes in product evaluation, reviewing new cars, trucks, SUVs, scooters and motorcycles of all types. Formerly a newspaper advertising director, Voss made the move to the editorial side of the industry nearly 20 years ago, and now contributes regularly to several newspapers, magazines and web sites. He is a fan of all things automotive, making a hobby of collecting and restoring vehicles as time permits. Currently in his stable of vehicles are: a 1925 Chevrolet Superior K Touring, 1940 Ford street rod pickup, 1957 Porsche Speedster, 1972 BMW 2002 and a 1972 Chevy El Camino, along with: a modified 2002 Harley-Davidson Police Road King and a 2005 "Old-School" customized H-D Softail Springer Classic. There's also a Segway in the mix.

Voss is two and a half term past president of the Western Automotive Journalists, and is a member of APA, MAMA, MPG, NWAPA and SEAMO - all automotive journalist organizations. He has also served on the National Concept Vehicle Jury for the past several years, and contributes to the national Auto Impressions and Motor Matters Syndicates.

Hobbies include: sailing (he is past Commodore of the Vallejo Yacht Club, one of the oldest yacht clubs in the San Francisco Bay Area), graphic arts and cruising about in and on his collected vehicles.

He resides with his wife Lisa in a 141 year old Victorian home in Vallejo that is both on the National Registry and is a Historical City Landmark.

# That Yellow Rolls-

By JUDYTH BRAVO

In 60 A.D. The Roman statesman Lucius Seneca observed, "Life is like a story: it is not how long it is, but how good it is that matters". So it goes with the 1931 Phantom II Rolls-Royce owned by Neal Kirkham that graces the 2<sup>nd</sup> Presidio of San Francisco Concours d'Elegance today. Long and interesting, like the automobile itself, has been its life; and like the movie star it is, the Rolls-Royce has been very well-preserved over its almost eighty years. There can be no argument that the stunner is a bona-fide star having played *The Yellow Rolls-Royce* in the eponymous 1964 film, one of most memorable movies ever to be produced. Too boastful? The all-star cast included Ingrid Bergman, Rex Harrison, George C. Scott, Art Carney and Shirley McLaine for starters and added a pair of European super-stars, Alain Delon and Jeanne Moreau on top.

One of the best stories to come out of production was that two extra roller shades were added to the rear passenger compartment for filming bringing the total to five, insuring absolute privacy for any occupants. Supposedly several cast members at one time or another during production spent time with someone in that back seat with the shades drawn. Memories.

The Rolls-Royce wasn't always yellow and Marilyn Monroe wasn't born blonde either. Both beauties altered their appearance for the Screen, and, also with both, a little luck was involved in being chosen for stardom.

Not surprisingly, the script for *The Yellow Rolls-Royce* was written by an owner of the marque, successful London playwright Tenence Rattigan. In the 1960's he asked Peter Suckling, sales manager of H.A. Fox, a renowned RR Dealership in London, for some technical advice.

Then when MGM bought the script and needed to purchase an appropriate Rolls-Royce,

Suckling produced the perfect one from the dealership's garage where it had been stored by its original owner Peter Koch for several years. Easy money.

At that time the automobile with its Barker Sedanca de Ville body (with its prized open driver's seat) was painted black and blue, but it had not led a hard knock life. Quite the contrary. The Rolls-Royce had been ordered as a gift for Peter Koch de Gooreynd by his mother. Nice mum.

Peter had been born in 1905 at the family Chateau in Belgium. His family also owned #1 Belgrave Square, probably one of the most fashionable addresses in London. While Peter was a student at Eaton, his father died leaving the family with scads of money. In 1928 Peter married, moving into #1 Belgrave Square (mum built # 11 on the same square for herself). The bride and groom also purchased a country home get-away called Yew Place. The 1931 P II proved to be the perfect choice to carry the young family from dwelling to dwelling, and, later, from country to country. Koch's son and daughter still reminisce about trips made to Russia, France and Scotland in the car.

Peter Koch didn't let his chauffeur have all the fun; he enjoyed driving the Phantom II Rolls-Royce himself. It was on one of those occasions that Koch met Peter Suckling, sparking a long friendship. While sporting the P II around downtown London, Koch stalled at the foot of Hay Hill as Suckling was walking to work at the RR dealership (note that he was not driving a Rolls). Suckling spied Koch with his head under the vehicle's bonnet (hood to those on the left side of The Pond) and helped with the repair. Suckling's actions saved the day for Koch beginning their long association. In the late 1950's when the P II was demoted from daily driver status, naturally it went into storage at Suckling's dealership, where it sat waiting for its big break. *The Yellow Rolls-Royce* was a swell success, and after filming wrapped the vehicle easily found a succession of buyers. Good times.

By the time its current owner Neal Kirkham met up with the P II in 1987 all that partying had taken its toll.





# Royce

The cocktail cabinet, the lady's vanity and the smoking cabinets for both driver and owner had been stripped bare. All tools were missing and the elegant grey upholstery had been switched to dirty tan. However, the auto had features Kirkham wanted in a RR: spotlights, opening windscreen, adjustable shock absorbers and an engine heater. The cincher was the still seductive Barker Sedanca de Ville body and its coveted open driver's compartment atop a Phantom II chassis. Sold. The old car even ran after Kirkham tinkered (in true Brit tradition) with 'er a bit.

Wife Lillian agreed such a fabled automobile deserved a full-body restoration and one commenced in 1991. In recounting the next thirteen years of restoration activity, Kirkham can relate many a horrific tale. Shakespeare said it best when he quipped, "All's well that ends well".

In 2004 at the Pebble Beach Concours d'Elegance the Phantom II won the highly-prized Lucius Beebe Award given each year to the most elegant Rolls-Royce on the field. It's been a wonderful ride and it's not over yet.





# San Francisco and the Motorcar

## 1955 Cadillac Eldorado Convertible OWNED BY JOE MALTA OF SAN FRANCISCO, CALIFORNIA



If this drop-dead gorgeous convertible owned by San Franciscan Joe Malta could talk (and in an animated Hollywood version it could), it would tell that during its luxury-laden life it has enjoyed some very memorable times and has been the recipient of many prizes and accolades. Then it would confide that no day was quite so memorable as the day it paraded football legend Joe Montana down Market Street after the San Francisco '49ers won Super Bowl XXIV in 1990 ('49ers 55 ; Broncos 10).

The flashy vehicle would relate how gladiator, Joe "Cool", personally chose it to be his chariot on that glorious day because, first, it was red, but even more importantly; it shared a 1955 birth year with him. That's one tight-end the Caddy's backseat will never forget! At 6'2" Montana was a perfect match for the 223 inch long beauty. Visit affable Joe Malta and his classic "Eldo" on the green today. You might ask Joe why the two enormous chrome bullets integrated into the grille were nicknamed "Dagmars".

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## 1937 Hispano Suiza

OWNED BY JULES HEUMANN OF SAN FRANCISCO, CALIFORNIA

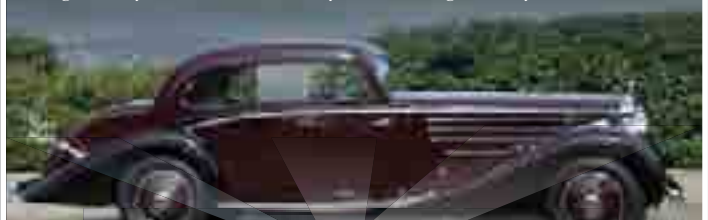
This 1937 Hispano Suiza is the last model K6 SWB to be built and is the third of the last three Hispanos to be manufactured in France. It was ordered by a famous French aviator of the times, Marcel Doret who lived in southern France, and the vehicle spent all of its life in that area. Chassis no.16069 was used by him as a tow car for his Dewoitine monoplane and the towing bracket on the chassis is still in place attesting to that fact.

It was sold by Doret to Yves Dalmier, a well-known collector of fine old cars of that era who in a book of his memoirs devoted a chapter to this car. From Dalmier the car had several subsequent French owners and was placed into a barn in a non-running condition in 1960. The car remained in the same position in the same barn until purchased by its current owner Jules Heumann in 2006.

After clambering over the fenders and squeezing between the wall and the car Jules determined that there was nothing missing. A complete examination was impossible due to the amount of dust accumulated on the car over forty-six years.

With coachwork by Henri Chapron, its unique design feature is the hood which was extended forwards twelve inches and back to within three inches of the windscreen. The only Hispano with this treatment, the original radiator was kept in its normal position while a singular design sloped radiator shell and grill were fitted to the car. Luckily the only missing part was the stork radiator mascot, a rare size but one was found.

Total mechanical rebuild was performed in France by Meca Retro and the massive work of body restoration was performed by Perfect Reflections. Presented in its original livery, inside and out, this rarity awaits on the green today.



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# DEFINING THE BEST

BY FRANK WEISMANTEL

Rolls-Royce cars of H.M.  
Queen Elizabeth II at  
the Royal Mews  
Copyright Rolls-Royce  
Enthusiasts Club

**S**o, what is the best? It's really a trick question. Everyone has his or her own concept of what is best. Everyone has personal priorities, especially when it comes to automobiles.

If you want the fastest, there are many ways to achieve that. You could throw down a million and a half dollars for a new Bugatti Vereyon and go an honest 250 (plus!) miles per hour. Or, you could head down to the nearest speed shop and purchase an 800HP "crate engine" and put it in your Great Uncles 1968 Chevy Nova, along with an upgraded transmission, differential, tires and wheels. It would be easily the quickest thing in the region and would not even cost a tenth of the Bugatti.

If you want the most luxurious, there is always the Rolls-Royce.

If you want the most beautiful, there are many, many different paths to take. Alfa Romeo, Aston Martin, Jaguar, Ferrari, Lamborghini and others are simply stunning; yet still manage to look better every year.

So...exactly how would you go about defining the best?

Today we're going with branding. In watches there is Rolex, in golf there is (oops...maybe was?) Tiger Woods, in Champagne there is Dom Perignon, in Automobiles, there's Rolls-Royce. There's that name again...

Rolls-Royce is universally considered the best of the best automobiles. Hands down, whenever anyone is asked what he or she thinks is the best automobile, only one name comes up. Rolls-Royce. Why do you think that is? Surely, not every one of us has driven or owned a Rolls. Many of us have seen one on the road but that is hardly the best way to apply the metric of the best, based on a glimpse. Basically, we were taught from our youth that the best car in the world is the Rolls-Royce. So, is it?

Is the Rolls-Royce the most beautiful? Frankly, I find its appearance in later models to be disdainful. Is a Rolls the most powerful? No. Is it the most efficient? No way, the latest Phantom weighs almost 5798 pounds. No. Is it the most luxurious? No, there are other brands that are equally luxurious. Is it the most reliable? Almost anything Japanese is more reliable. Is it the best handling? That metric has and probably always will belong to Ferrari. Is it the finest crafted from a factory and management team that is the most resolutely committed to excellence? Yes, it most definitely is.

That's why Rolls-Royce is considered the best. Also, the fact that most Queens, Presidents and dictators are chauffeured around the world in

a Rolls-Royce Limousine is helpful in establishing the belief in the superiority of the marque. Talk about free advertising; every time the Queen Mother is shown being chauffeured around Great Britain, the world is shown a Rolls-Royce.

The cars are truly works of art. Also, they are personalized works. Rolls-Royce prides itself on a long and rich (no pun intended) tradition of making each car as much a reflection of the owner as of Rolls-Royce itself. Tell them what you dream of and their world leading team will make your dreams come true. Perhaps this is why there are very few different models built by Rolls. If Rolls had its way, just a few platforms would provide their clientele with a "personal driving saloon", not just a nice car.

Today, Rolls-Royce is a part of the BMW Empire. Wisely, BMW has given Rolls a free hand to build the worlds' finest, most desired cars. Also, BMW handed over some of the newest, most innovative technologies on the planet. The cars are not just impeccably crafted; they are amongst the most technically advanced automobiles available.

Most noticeable in every Rolls-Royce is their quality of ride and auditory insulation from the outside world. Nothing is more serene. The latest "air suspension" technology is fitted to all new Rolls-Royce cars. The suspension is so incredibly "in tune" to the car that the suspensions' microprocessor based controller can actually sense if a back seat passenger moves from one side of the car to the other. Of course, an adjustment in suspension must occur.

Also mandatory is an analog clock in every Rolls-Royce dash. Why analog, in today's digital world? How else can you hear the clock ticking, instead of the many diverse and unwanted sounds of the outside world? Rolls-Royce simply owns the world standard for controlling noise, vibration and harshness.

Finally, possibly due to BMW Corporation assistance, Rolls-Royce is still growing and remains a powerful global brand. Now, in 2011 you can actually purchase an "entry level" Rolls-Royce; the Ghost. Probably named so because few persons actually have a "ghost" of a chance to own this "entry level" Rolls. Priced at a very reasonable \$245,000.00 dollars, before personalization, the Ghost can finally put a new Rolls-Royce in the garage of little people, say those making a pitiful three quarters of a million dollars a year or so. Affordability never looked (or rather felt) so good!





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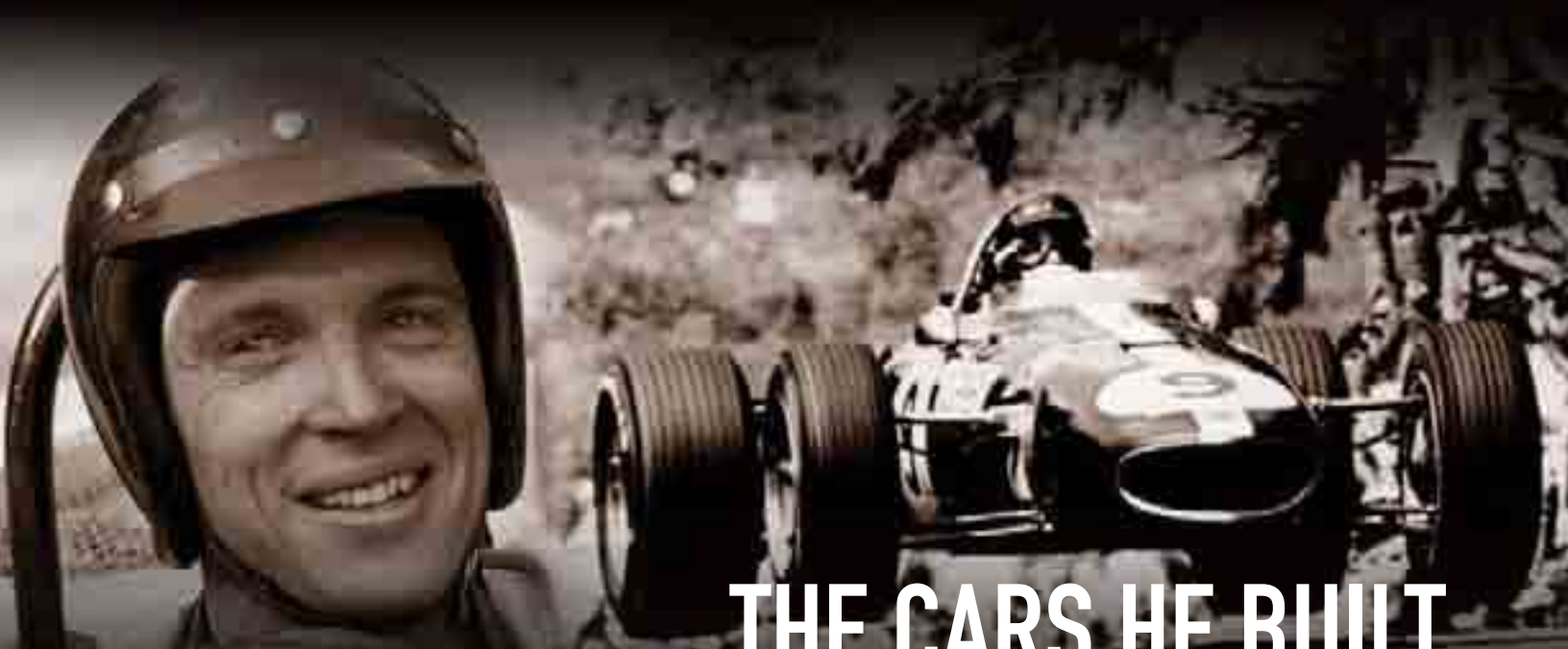
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# High Wind Advisory

## ROLLS-ROYCE - WWI & WWII

By VIC STEWART

An eponymous legacy began with a motor. Henry Frederick Royce made a 1.8 liter, two cylinders, ten-horsepower motor and installed it and a gear-box on a chassis in 1903; his first car. Royce made three "Type A" cars with 10 horsepower engines. 20151, the first; 20152 was the second (equipped with a Rolls-Royce radiator shell) and 20153 completed the series (Rolls-Royce Motors.com).

Henry Edmunds eventually purchased a car Royce built, took it for Charles Stewart Rolls to see. He was impressed! A meeting ensued. Rolls and Royce formalize an agreement - Rolls took all the cars Royce made and sold them at his imported-car showroom. Later, Rolls-Royce Limited was established - Royce served as chief engineer. Rolls handled finance and business. 20154 was shown at the Salon de 'L'Automobile' in Paris and then at the Olympia Motor Exhibition in London in 1904. (Stewart Skillbeck, Bonheims Motoring Specialist [www.bonhams.com](http://www.bonhams.com))

A Rolls-Royce Silver Ghost 40/50 model with its six cylinder hand built engine was shown at the Paris Salon and the

Olympia Motor exhibition in 1906 in London. The engine is highly respected as a precision machine.

While attending a Bournemouth International Aviation Meeting event on July 12<sup>th</sup> 1910, the plane Rolls was flying broke up and crashed; the Brit to die in an aviation accident. (Electrick Publications)

Royce's quest now was to design an aircraft engine. He essentially joined 'two Silver Ghost-sixes' in a V shape to be a 12 cylinder aircraft engine. His finished design was built at the Rolls-Royce Ltd. Factory and named Eagle.

While attending Cambridge in 1904, Harry Ricardo entered a University Automobile Club competition requiring an engine designed to power a vehicle the furthest on an Imperial quart of petrol. His winning entry, a motorcycle, went 40 miles.

Later, in 1906, Ricardo graduated from Cambridge University with a degree in Mechanical Engineering. He engaged in research in the phenomena of swirl in the combustion chamber, increased flame-speed; premature fuel detonation; greater

horsepower and better fuel economy. He advocated the use of the sleeve-valve invented by engineer Charles Yale Knight. (*Great Scientific Achievements*, Salem Press).

Roy Fedden, a gifted mechanical engineer, was influenced by Ricardo's paper on the sleeve-valve and incorporated it in his aircraft engine designs. His was an important role in bringing about an agreement between Bristol and Rolls-Royce to form the Rotol Company which manufactured variable-pitch propellers.

Eagle engine production began in 1915. Over time the design was improved to become the R, then the PV12 and finally the Merlin. Rolls-Royce named its reciprocating aircraft engines after birds of prey; Merlin, for a small Northern Hemisphere falcon, Falco columbarius. (Rolls-Royce Motors.com)

WWI: England's "dog in the fight" was air power and England's airplanes (underlined) were powered by engines (highlighted) produced by Rolls-Royce Ltd:

- **Eagle VI:** Airco DH 4
- **Eagle VIII:** Handley Page 0/400, Vickers Vimy MK11, Handley-Page 0/10
- **Falcon III:** Bristol F.2 B
- **Condor:** Beardmore Inflexible

Ricardo accepted an invitation from Bertram Hopkinson, Professor of Mechanism and Allied Mechanics Engineering at Cambridge and Technical Director of the Air Ministry to join the new engine research facility at the Department of Military Aeronautics. A year later, in 1917, Hopkinson was killed flying a Bristol-fighter aircraft. Harry Ricardo assumed his position. (Wikimedia)

Ricardo's research collaboration with Sir Robert Waley-Cohen of Shell Oil Company led to the discovery that crude oil from Borneo refined to a higher octane than other crude.

In 1919, a prize was offered (10,000 pounds) to someone who completed a non-stop Atlantic Ocean crossing in an airplane within a designated time-span. RAF pilots, John Alcock and Arthur Whitten-Brown flew their Vickers-Vimy IV aircraft on June 14, 1919 from St Johns, Newfoundland non-stop for 15 hours and 57 minutes. Alcock landed the plane in Ireland in the afternoon of June 15, 1919. 865 Imperial gallons of petrol was on board the plane to fuel its two Rolls-Royce Eagle engines, modified to use higher-octane fuel for reduced fuel consumption. Winging their way over the ocean they encountered foggy skies and bitter cold at altitudes from near ocean level to 12,000 feet while maintaining a speed of 115 mph. The Ricardo-Shell Oil Company octane research paid off. Alcock and Brown were awarded the prize. Both were knighted.

Airplane development between WWI and WWII include these military aircraft and their Rolls-Royce engines (highlighted):

- **Condor IIIA:** Hawker Nimrod
- **Kestrel IIIS:** Handley Page H.P.50, Heyford Mk IA
- **Kestrel VFP:** Hawker Horsley Mk II (Military Aircraft Visual Encyclopedia, Amber Books Ltd)

In 1927 Ricardo published his "seminal research paper" on the sleeve-valve. Sir Harry Ricardo was knighted for his lifetime of achievements for his research contributions to the aircraft industry. (Ricardo plc)

It's December of 1935 and at a meeting of the Aeronautical Research Committee chaired by Henry Tizard (Chairman of the Air Ministry) it was decided to develop a sprint-engine for fighter aircraft. He asked Ricardo to engage his company in development work at Rolls-Royce. That involvement led to development of the Eagle, Merlin and Crecy engines.

Germany's 'saber-rattling', tactical brouhaha riled England's "dog" to bare its teeth in this truculent, abject "fight": WWII.

Listed are her WWII aircraft (underlined) and Rolls-Royce engines (highlighted):

- **Merlin II:** Fairey Battle Mk I; Hawker Hurricane Mk I, Hawker Hurricane Mk IA
- **Merlin III:** Boulton Paul Defiant, Boulton Paul Defiant, Mk II; Supermarine Spitfire Mk IA; Mk IB
- **Merlin XX:** Hawker Hurricane IIB, IIC
- **Merlin 21:** De Havilland Mosquito PR. 1
- **Merlin 23:** De Havilland Mosquito IV
- **Merlin 24:** Avro Lancaster, Avro Lancaster B.Mk I
- **Merlin 25:** De Havilland Mosquito T.3, De Havilland Sea Mosquito T.33
- **Packard Merlin 28:** Curtis P40L
- **Merlin 32:** Fairey Barracuda TB Mk II
- **Merlin 45:** Spitfire Mk VB
- **Merlin 50:** Spitfire Mk VB
- **Merlin 61:** Spitfire PR. Mk XI
- **Merlin 72:** De Havilland Mosquito PR Mk XVI
- **Merlin 72/73:** De Havilland Mosquito PR.XV1
- **Packard V1650 Merlin:** North American P 51B,
- **Packard V1650-7 Merlin:** North American P51D, Mustang, North American Mustang F-6D: (Amber Books Ltd)

Rolls-Royce Ltd. insisted on hand-building every engine and couldn't meet demand for its Merlin's. Rolls-Royce licensed Packard to produce Merlin engines. In August 1941 Packard Merlin V-1650 engines were delivered to Rolls-Royce Ltd. Engineers inspected them and were amazed to find component tolerances in production-line assembled engines better than their own. Main-bearings were made with a General Motors modified process using silver-lead plating with iridium. It enabled faster break-in periods and resisted lubricating oil corrosion. The "high-altitude Merlin V 1650" equipped with a two-stage supercharger produced 1270 horsepower at an altitude of 30,000 feet. When installed in a P51 Mustang the plane became the best fighter aircraft in the world. (<http://en.wikipedia.org/wiki/Packard-V-1650>)

How did England fare in the WWII internecine? Allies prevailed over Axis.



# San Francisco and the Motorcar

## 1928 Springfield Rolls-Royce S 252 FP

OWNED BY GORDON JOHNSON OF ALAMO, CALIFORNIA

Interestingly this rare Springfield Rolls-Royce S 252 FP was purchased originally with funds made from cabling the Golden Gate Bridge by the Roebing family who also built the Brooklyn Bridge. If those big beautiful head lights could see, the vehicle would probably chuckle at its view today at the 2nd annual Presidio Concours d'Elegance.

If the automobile could talk it would say that it is one of three Springfield cars bodied by Rolls-Royce custom Coach Works of Merrimac, Massachusetts. These models are distinguished by longer bodies, jump seats and a secondary windshield.

Fortunately this Rolls-Royce's Gordon Johnson of Alamo, California, can talk and tells its Hollywood-style riches-to-rags-to riches story. After its original purchase in 1929 the vehicle found its way to a museum in Estes Park in Colorado. Then the automobile passed through several hands in rapid succession resulting in its falling into total disrepair, lying in pieces in



Muskogee, Oklahoma. Johnson purchased the car sight unseen just from some snapshots. With no wooden dash or top bows, with its brakes and engine damper frozen and black paint splashed across its upholstery, the car was no pin-up.

Then the fun began: the car's engine was completely rebuilt, its bearings re-poured, all its wiring replaced and it was repainted. In its restored state, the elegant automobile has garnered prizes at many Concours including Pebble Beach thrice. See this rarity on the green today.

## The 1954 Maserati A6G 2000 Zagato Spyder

OWNED BY ANGELO FERRO OF NOVATO, CALIFORNIA

The only Maserati A6G Zagato convertible ever built, and the first Maserati road car to use the twin plug/twin cam engine, this elegant one-off exhibited on the green today was ordered by then-Dictator Juan Peron of Argentina two years after the death of his beloved wife Evita.

Regrettably, the Argentinians were through crying over their loss by then and wanted Peron out. Consequently, after all his custom demands, the Dictator never took delivery of the convertible. The reason was purely financial. In the early 1950's Peron had forged a multi-million deal with Maserati for its tool machinery with the one-off custom automobile added like a dollop of frosting on the cake. With Peron's fall from favor, Argentina reneged on the promised payback, sending a little wheat to Italy instead of money. Enough history.

Out of the deal, Maserati had gained a real crowd-pleaser to exhibit at the 1955 Geneva Auto Show. Peron had insisted on some smart styling modifications for his vehicle such as changes to the grill and the windshield, Zagato's signature side ports plus a hood scoop, removal of the fog lights (his body guards' cars had them) and, finally, painting the body blue instead of traditional red.

Maserati retained possession of this beauty until it was trotted out to the 1958 Paris Auto Show where it was purchased by Louis Schroeder of the American Embassy.

Currently in the possession of its sixth owner, Angelo Ferro, the Maserati underwent a ground-up restoration by Genea Racing of Novato in 2001 and has since won the Post-War Sports Award at the Quail, a Motorsports Gathering in 2004 and Best of Show at Concorso Italiano in 2005. Appreciate this legend on display today.



IN THE SPOTLIGHT TODAY

## 1931 Cadillac 355A Town Sedan

OWNED BY JOHN J. KINGSTON OF NOVATO, CALIFORNIA

Many owners of collectible automobiles celebrate their vehicles' script-worthy pasts. So it goes with the 1931 Cadillac 355A Town Sedan proudly exhibited by owner John J. Kingston at the 2nd Annual Presidio Concours d'Elegance today. This particular Cadillac model was an American favorite since President Franklin Delano Roosevelt chose it for the Presidential limousine. The choice represented some frugality on behalf of the Administration since this used-vehicle had been confiscated by the U.S. Treasury Department from Al Capone for back taxes. It was those bullet proof windows that sealed the deal.

Kingston's automobile's original owner was the Prescott Mining Company from the eponymous town in Arizona. Purchased as a perk for the mine manager, as the Great Depression lingered on, the Cadillac was sold to some party animal from Flagstaff who eventually parted with it to settle a huge bar tab at a local saloon. When it promptly broke down it was returned to the funster and put into storage.

Fast forward fifty years to the mid 1980's when Ed and Loretta Hoffman of Prescott rescued the Cadillac like a Damsel in Distress, restored her to her former glamour and power in order to enter her in the Arizona Governor's Cup Rallye in the Grand Canyon National Park. There in 1985 she took first place in true Hollywood tradition. Visit Kingston and this fabled vehicle on the green today to hear the rest of the story.



IN THE SPOTLIGHT TODAY

# San Francisco and the Motorcar

## 1962 Rolls-Royce Silver Cloud

OWNED BY DAN KELLY OF FAIR OAKS, CALIFORNIA

As much a part of the San Francisco mystic as its cable cars, this “known about town” Rolls-Royce was purchased new by the famous (and infamous) Sally Stanford at one of today’s event sponsors, British Motors of San Francisco. Both Sally and her prize vehicle have used up their share of ink over the years but there is always room (and time) for a new story. This one is passed through the Rolls-Royce’s current owners, Dan and Perveen Kelly of Fair Oaks, and comes from renowned car impresario and 2010 Presidio of San Francisco Concours d’Elegance Grand Marshal Kjell Qvale, who owns the BMC dealership in San Francisco:

Some time in 1962, Nob Hill Madam Sally Stanford, while working on one of her properties is asked by her friend to give her a ride to pick up a car being serviced at the BMC in San Francisco. They get in the car and go. When Sally drops her friend off she notices a stunning dark blue 1962 Rolls-Royce Silver Cloud on the showroom floor. Still dressed in her grubbies from doing her “house work”, she asks the salesman sitting at his desk, “how much does this Rolls cost?” obviously

annoyed, he looks up over his glasses, in the style of ABC News’ Charles Gibson recent Palin interview, and motions with his arms as he mumbles, “its on the other side, look at the window sticker!” Sally leaves.

The next day, she arrives “in style and dressed to kill” Sally has Kjell introduce her to the annoyed salesman and she informs them that she has come to pay for the Silver Cloud in cash “as long as that salesman gets no commission”. See the car on the green today and enjoy the thought of the look on that salesman’s face the day Sally showed him, in “Pretty Woman” form, how he made a “Big mistake. Big. Huge !”



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## 1924 Kissel 6-55 Speedster

OWNED BY LYNN KISSEL OF LIVERMORE, CALIFORNIA

Enjoy Hollywood trivia? What did Fatty Arbuckle, Eddie Duchin, Amelia Earhart, Douglas Fairbanks, Greta Garbo, William S. Hart, Al Jolson, Mary Pickford and Rudy Valee have in common? They all owned 1924 Kissel 6-55 Speedsters like the one nicknamed “Bugsby” exhibited today by Lynn and Jeanne Kissel of Livermore, California. Originally drawn to this marque by its eponymous name, the Kissels purchased this vehicle in Australia in 2005, then undertook a body-off “freshening” that any Hollywood star would envy, returning the Speedster to its original colors and configuration. This model is undoubtedly the most famous of the Kissel vehicles produced by hand from 1906-1930 (although 35,000 were made; only about 150 Kissels exist today).

With its purchase price of \$2185 (when model T Fords garnered \$350) and its rakishly handsome sportscar élan, this open roadster made a statement about its driver that celebrities adored, and still do. The design was the concept of the New York city dealer for the brand, Conover T. Silver who collaborated with Kissel designer J. Frederick to create the epitome of casual elegance, complete with fittings to strap a golf bag to each fender.

In 2006 Kissel Model 6-55 was designated a “Full Classic” by the Classic Car Club of America due to its fine design, high engineering standards and superior workmanship. Bugsby qualifies. Visit this iconic car on the green today to see for yourself.

## IN THE SPOTLIGHT TODAY



# Art Deco and the Machine Age

By KAROL HOSKING

In the aftermath of WWI, the cultural and social fabric of Europe and America was torn. For some it was an age of anxiety and disillusionment but for others a time that demanded innovation and “modern” means and methods. From the 1920’s through the 1930’s an unmistakably new lifestyle and ultimately a cultural identity, fueled by an economic boom, emerged. Welcome to the Machine Age.

It burst upon the collective consciousness in a variety of forms; influencing everything from music to motorcars. As historian Richard Guy Wilson explains, “From the clock that awakened one in the morning, to the flicked switch, the faucet handle, the vehicle for transportation, and the radio and motion picture; machines and their products increasingly pervaded all aspects of American life.”

One mode of transportation that was larger than life and epitomized this energized ethos with the promise of glamour and conspicuous consumption, was the newly launched fleet of French and English ocean liners. The race was on to see who could get the mail, manufactured goods and passengers across the Atlantic Ocean faster and in finer style.

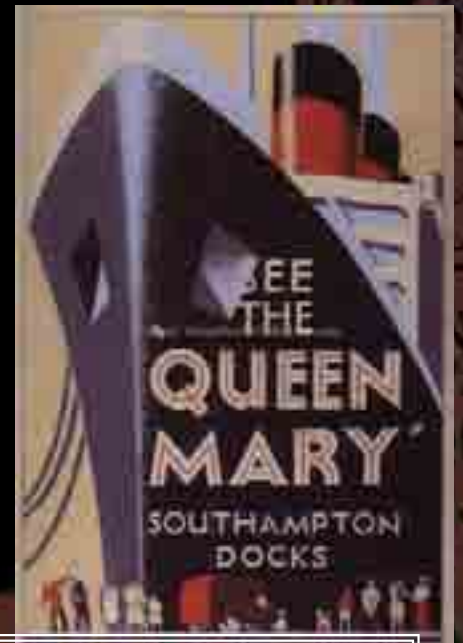
*Art Deco* became the style of choice for government and commercial buildings, as well as new pleasure sites: theatres, cinemas, restaurants and bars. It was an opulent modern style; striving to give the impression of speed, sport and diversion through geometric shapes, sharp lines, bright colors, all eminently suitable for modern contexts and creations.

*Art Deco* design was even applied to the mass produced electrified home appliances that were so sought after by consumers who embraced the latest technological wonders; Electric refrigerators, stoves, irons, toasters, vacuums, washing machines and sewing machines were all new and available to the American consumer. Music and dance followed suit; George Gershwin’s composition *Rhapsody in Blue* and *American in Paris* epitomizes this innovative period in sound. Dance crazes like the Charleston, Black Bottom and later the Lindy Hop originated.

For those living in California, you don’t have to go far to find and enjoy the legacy of the *Art Deco* era. Look again at our own *Golden Gate Bridge*, tour the *Paramount Theater* in Oakland or make a reservation to spend the night on the *Queen Mary*, refurbished and permanently docked in Long Beach Harbor.

In the words of F. Scott Fitzgerald, the distinctive style of *Art Deco* was shaped by ‘all the nervous energy stored up and expended in the War’.

Artists and craftsmen used the stylistic imagery to convey the power and speed of machines and motion in all variety of media: glass, wood, chrome, bakelite (the new plastic) and steel; in paintings, sculpture, graphic design, posters, magazines, textiles, furniture. Its most monumental and enduring legacy can be seen in motorcars and skyscrapers like the Chrysler Building in New York City.



Luxury ocean liners, like the *Île de France*, *Queen Mary*, and the *Normandie* contributed their own unique imprint on the era. In fact, the *Île de France* was the first ocean liner ever to be totally decorated in the new modern style associated with the Machine Age, defined by the famous Paris Exposition des Arts Décoratifs et Industriels Modernes of 1925, which gave the world: *Art Deco*





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# Dining Out With Rolls-Royce Motor Cars Bespoke Programme

Bespoke *adjective* (bī-spōk')  
Specially made for a particular person

A four-person picnic set finished in polished aluminum, veneer and leather is the latest commissioned feature to be brought to life by Rolls-Royce Motor Cars in-house Bespoke design and engineering team. It is just one of around 100 new highly personalized and unique engineering bespoke features that have been developed at Goodwood in the last 18 months.

"Bespoke is the jewel in our crown, the perfect complement to our luxury product line-up," explained Torsten Müller-Ötvös, Rolls-Royce Motor Cars CEO. "Customers expect a Rolls-Royce Phantom to be tailored to their individual desires and our team of talented designers



and craftspeople are more than happy to deliver."

When Rolls-Royce customers commission a Phantom, they demand more than just a list of standard features and options. Fulfilling that need for personalized service falls to the Bespoke programme.

Bespoke includes the development of anything from the most understated feature such as personalized tread plates, contrast stitching and seat piping to a bold expression of a customer's desires in the form of personalized veneers and unique exterior paints. Then there are stunning creations like luggage, glassware and the opulent picnic set, all designed in-house at Goodwood.

The programme is run by a small cross functional team encompassing design, engineering, manufacturing and sales. In 2009, Bespoke reached record levels. 75% of all Phantom models made last year included some element of Bespoke, compared to around 50% of cars delivered five years ago. Virtually each and every Phantom sold in the Middle East features commissioned bespoke elements.

"We always endeavour to surpass the expectations of our loyal and discerning clientele," added Thomas G. Jefferson Bespoke sales manager. "Through strong relationships with our dealer network, the Bespoke team's aim is to create cars as unique and individual as the clients themselves."



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## 1914 Princess Petite Speciale

OWNED BY GEORGE AND ELIZABETH KNAPP OF FRESNO, CALIFORNIA

In true Hollywood script tradition the 1914 Princess Petite Speciale shown by George and Elizabeth Knapp of Fresno, California, earned the regard accorded to her on the green today after a long, tough journey.

This royal's lineage began in Detroit, Michigan, at the Princess Motor Car Company where the "Little Princess" was produced for one year only in 1914. Although more standard Princesses were made, the company's doors closed forever in 1916.

Meanwhile, in 1914 to be exact, out in Los Angeles an entrepreneur named G.M. Kennedy used the Little Princess chassis #173 to create a prototype automobile to be marketed as the "Princess Petite Speciale" (he probably thought that with the initials "G.M." that he had a chance in the auto industry).

Regrettably, after three years, many styling changes and many dollars spent, the dream was forgotten and the brand never made it into production.

In 1934 Sam Naman purchased the one-of-a-kind Princess from Kennedy to trot out to parades and county fairs. Such was her life until the 1950's when Norman died and she was sequestered in storage for forty years.

Rescued in 2007 by the Knapps, and then totally restored by Mike Wilson's Restorations of Visalia, California, this beauty will hold court today.



**IN THE SPOTLIGHT TODAY**

## 1910 Warren-Detroit Touring

OWNED BY NORMAN AND JOYCE BITTER OF FRESNO, CALIFORNIA

Even the most jaded of auto-enthusiasts will be able to add yet another brand to their life list of marques viewed personally when they visit this one of a kind Warren-Detroit on the green at the 2nd Annual Presidio of San Francisco Concours d'Elegance. Owned presently by Norman and Joyce Bitter, the century-old vehicle is the only restored Warren-Detroit known to exist, according to the Bentley Historical Library at the University of Michigan. Warren and Warren-Detroits were a medium-priced, \$1100.00, 30 hp "four" marque manufactured between 1910 and 1913. Their sporting roadsters with round gas tanks affixed to the rear decks were their pride since this model was successfully raced. With the advertisement tag line "Every feature has been tested and proven. Not a single part of the Warren-Detroit is radical or experimental. It is standard from tires to spark plug" this motorcar gave Americans what they were looking for in the new-fangled automobile they were perhaps leery of, dependability.

Warrens offered a cautionary tale to other would-be auto manufacturers: it was distribution woes that put an end to the brand, not production ones. Visit this historical rarity on the green today where it will be exhibited by its proud owners and wish the car a "Happy 100 year birthday!"



**IN THE SPOTLIGHT TODAY**

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# Winners of the 2009 PRESIDIO OF

## Best of Show



**1937 Delehay Roadster** ~ *Owned by Robert Cory of San Francisco, CA*



### **Ask the Man Who Owns One Packard Award**

**1934 Packard 1107 5p Phaeton**  
*Owned by Don & Terry Connolly of Aptos, CA*

### **The Reward of a Lifetime Bentley Award**

**1948 Bentley Mark VI**  
*Owned by Gordon Johnson of Alamo, CA*





# SAN FRANCISCO CONCOURS D'ELEGANCE



## The Most Elegant Award

### 1931 Packard Waterhouse

*Owned by Academy of Art University of San Francisco, CA*

## Honorary Judges Award

### 1934 Packard 1107 Phaeton

*Owned by Jay & Christine Moore of Lahaina, HI*



## Redmond F. Kernan III Honorary Award

### 1913 Pope Hartford Model 31

*Owned by Bill & Lee Gularte of Soledad, CA*



## The Guardsmen Cup

### 1956 Jaguar XK 140 Open Two Seater

*Owned by Ernie Gabiati of Lafayette CA*

# Winners of the 2009 **PRESIDIO OF**

## **Class A** US Classic Open



**1936 Cord 810 Cabriolet**  
Allan McCrary ~ Vacaville, CA

## **Class B** US Classic Closed



**1935 Pierce Arrow Silver Arrow Coupe**  
Academy of Art University  
San Francisco, CA

## **Class C** European Classic Open and Closed



**1937 Delahaye Roadster**  
Robert Cory ~ San Francisco, CA

## **Commercial Class** Commercial Vehicles



**1917 REO Funeral Coach**  
Dick Smith ~ Sunnyvale, CA

## **Class E** Preservation Through 1956



**1936 Chrysler Business Coupe**  
Robert & Diane Ballew  
S. San Francisco, CA

## **Class F** Muscle Cars 1963 – 1972



**1969 Chevrolet Camaro**  
Ron Roach ~ S. San Francisco, CA

## **Class G-K** Maserati – Lamborghini to 1987



**1961 Maserati 3500 GT**  
Harry Garschagen ~ La Selva Beach, CA

## **Class H** Ferrari Through 1974



**1950 Ferrari**  
**195 Inter Berlinetta**  
Richard Martin ~ Sonoma, CA

## **Class I-J** Ferrari Through 1987 Including Dino



**1972 Ferrari Dino 246 GT**  
Sal & Lu Zammitti ~ Moraga, CA

## **Class L** Exotics Through 1987



**1980 BMW M-1**  
Chris Provo ~ San Francisco, CA

## **Class M** Antiques To 1919



**1913 Pope Hartford Model 31**  
Bill & Lee Gularte ~ Soledad, CA

## **Class N-O** Vintage Open and Closed Through 1948



**1931 Austin 142 Roadster**  
Lynn & Jan James ~ Tracy, CA

## **Class P-R** American Open and Closed 1949 – 1960



**1958 Chrysler 300 D**  
Henry Hopkins ~ Richmond, CA

## **Class Q-S** American Open and Closed 1961 – 1972



**1966 Ford Thunderbird**  
Myra Condrick ~ San Jose, CA





# SAN FRANCISCO CONCOURS D'ELEGANCE

## Class T

American Sports Cars 1953 – 1967



**1954 Kaiser Darrin**  
John Nirenstein ~ Tiburon, CA

## Class U

Foreign Sports Cars Through 1956



**1953 Siata 208 S Spyder**  
Larry Solomon ~ San Francisco, CA

## Class V

Foreign Sports Cars 1957 – 1977 Under \$5000



**1958 Porsche Speedster**  
Chris Roman ~ San Francisco, CA

## Class VRC

Vintage Race Cars



**1st Place -1956 Jaguar  
XK 140 MC OTS**  
Ernie Gabiati ~ Lafayette, CA

## Class W

Foreign Sports Cars 1957 – 1977 Over \$5000



**1961 Aston Martin DB4 Zagato**  
Peter Read ~ Berkley, CA

## Class X-Y

Foreign Passenger Cars Under \$6000



**1962 Volkswagen Karmann  
Convertible**  
Tony & Pat Olmo ~ Monterey, CA

## Class Z

Foreign Passenger Cars Over \$6000



**1963 Jaguar Mark X**  
Micah Wellman ~ Sparks, NV



## Class B-1

Bentley Vintage 1922 – 1932



**1927 Bentley  
4.5 Litre Le Mans VDP**  
Bruce Campbell ~ Alamo, CA

## Class B-2

Bentley Derby 1933 – 1939



**1934 Bentley 3 1/2 Litre**  
Neal Kirkham ~ Saratoga, CA

## Class B-3

Bentley Early Post-War



**1948 Bentley Mark VI**  
Gordon Johnson ~ Alamo, CA

## Class B-4

Bentley Series 1955 – 1965



**1961 Bentley  
S2 Continental Coupe**  
Peter Lambert ~ Muir Beach, CA

## Class B-1

Packard Pre-War Closed



**1937 Packard  
Super 8 Touring Sedan**  
George & Eddie Beck ~ Concord, CA

## Class B-2

Packard Pre-War Open



**1933 Packard  
1005 Coupe Roadster**  
Don & Glenda Sears ~ Tiburon, CA

## Class B-3

Packard Post-War Open and Closed



**1955 Packard 400 Hardtop**  
Fred Hill ~ Lafayette, CA



# 2010 Ironstone Concours d'Elegance



**IRONSTONE**  
CONCOURS D'ELEGANCE

**PHANTOM CORSAIR**

Photo courtesy of National Auto Museum • Reno, NV



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## 1958 Aston Martin Mark III Drophead

OWNED BY JOHN FITZPATRICK OF REDDING, CALIFORNIA

For both car collectors and economists it is often all about the numbers. In the case of this beautifully restored Aston Martin its low production number was definitely an attention-getter for new owners John and Betty Fitzpatrick. Of course, the first attraction for John was the automobiles mint condition when he first gazed upon it at Kevin Kay's Restoration in Redding, California.

Fitzpatrick soon learned the vehicle had come to Kay's shop as a derelict, and the gifted restorer was awaiting payment for his labors before its delivery to the lucky owner. No, the owner did not wish to sell. Fast forward two months, and the script was completely rewritten. Would the Fitzpatricks like to buy the Aston Martin? As the ending played out, John and Betty would write three checks in order to own their prize: one to Kevin Kay Restorations, one to its owner and one to a finance company. No Bonds were used. Visit the happy owners on the green today.

**Sidebar for Aston aficionados:** The financial complexities of the Fitzpatrick saga are an interesting microcosm of the ones encountered by Aston Martin in its own so-called checkered past. Many times more than three checks were required to keep this prestigious marque on track. The passion for racing saved its day every time.



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## 1983 Lancia LC-2 Group C

OWNED BY BRUCE CANEPA OF SCOTTS VALLEY, CALIFORNIA

Built by Lancia with support from its sister company Ferrari, this LC-2 was built in 1983 and was campaigned as the Lancia/Martini factory car from 1983 to 1986. One of only five chassis built during this period, chassis # 002 was the workhorse of the team and competed in more races than any of the other cars.

In 1983 this car competed in nine world championship events winning the Imola 1000K and taking podium finishes at Kyalami and Mugello. This car qualified on the pole for the 1984 LeMans 24-hour race finishing 8<sup>th</sup> and qualified 3<sup>rd</sup> for the 1985 LeMans, lead more than half the distance, finishing 6<sup>th</sup>. It was clocked at 246 mph on the Mulsanne Straight.

Chassis #002 was purchased directly from Lancia-Fiat Auto S.P.A. in 1988 and has undergone a 100 pt. ground-up restoration at the Canepa Design facilities in Scotts Valley, California. This very original car was disassembled including every nut and bolt and concours restored including race ready condition. Total restoration cost was over \$350,000.00 including 4000 hours of labor, parts and subcontract work. Visit this racer on the green today.



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# Class and Exhibitor

## Featured Marque - Rolls-Royce Motor Cars

### Class RR I

#### ROLLS-ROYCE MOTOR CARS - PRE-WAR

- 14** 1931 Rolls-Royce ~ Phantom II  
*Owned by Aaron Weiss of San Marino, CA*
- 16** 1928 Rolls-Royce ~ Phantom I  
*Owned by Gordon Johnson of Alamo, CA*
- 34** 1931 Rolls-Royce ~ Phantom II  
*Owned by Neal Kirkham of Saratoga, CA*
- 35** 1931 Rolls-Royce ~ Phantom I  
*Owned by Academy of Art University of San Francisco, CA*
- 48** 1933 Rolls-Royce ~ 3 Position Continental  
*Owned by Jay & Christina Moore of Lahaina, Hawaii*
- 53** 1929 Rolls-Royce ~ Shooting Brake  
*Owned by John B. Carey of San Jose, CA*
- 57** 1937 Rolls-Royce ~ 25 / 30  
*Owned by David Clover of Oakland, CA*
- 146** 1925 Rolls-Royce ~ Phantom I  
*Owned by Rubin Jurman of Los Gatos, CA*
- 147** 1935 Rolls-Royce ~ Laundalet  
*Owned by David Tipp of St Helena, CA*

### Class RR II

#### ROLLS-ROYCE MOTOR CARS - EARLY POST-WAR

- 17** 1953 Rolls-Royce ~ Silver Dawn  
*Owned by William Charles of Sausalito, CA*
- 61** 1948 Rolls-Royce ~ Silver Wraith  
*Owned by Carl Payne of San Francisco, CA*
- 62** 1954 Rolls-Royce ~ Silver Dawn  
*Owned by Carl Payne of San Francisco, CA*
- 68** 1952 Rolls-Royce ~ Silver Dawn  
*Owned by Bob Nicholson of Daly City, CA*

### Class RR III

#### ROLLS-ROYCE MOTOR CARS - SILVER CLOUD

- 79** 1962 Rolls-Royce ~ Silver Cloud II  
*Owned by Dan Kelly of Fair Oaks, CA*
- 80** 1956 Rolls-Royce ~ Silver Cloud I, James Young  
*Owned by Charles Manchester of Stateline, Nevada*
- 115** 1965 Rolls-Royce ~ Silver Cloud III  
*Owned by Michael Emery of San Francisco, CA*
- 131** 1959 Rolls-Royce ~ Silver Cloud I  
*Owned by James Weager of Palo Alto, CA*
- 136** 1959 Rolls-Royce ~ Silver Cloud I  
*Owned by Andrew Spranza of Carmel, CA*

### Class RR IV

#### ROLLS-ROYCE MOTOR CARS - MODERN

- 75** 1974 Rolls-Royce ~ Silver Shadow  
*Owned by Dale & Kathy Schell of Concord, CA*
- 83** 1974 Rolls-Royce ~ Silver Shadow  
*Owned by David Rogers of San Francisco, CA*
- 144** 1986 Rolls-Royce ~ Silver Spur  
*Owned by Carlin & George Colgett of Hayward, CA*
- 85** 1998 Rolls-Royce ~ Silver Spur  
*Owned by Ken Olsen of San Francisco, CA*
- 86** 1985 Rolls-Royce ~ Corniche  
*Owned by Brent & Helen Heath of San Leandro, CA*
- 118** 1975 Rolls-Royce ~ Corniche Coupe  
*Owned by Michael McGinnis of San Rafael, CA*
- 150** 1985 Rolls-Royce ~ Corniche  
*Owned by David Wilson of Santa Cruz, CA*

### Class A

#### CLASSICS - DISTINCTIVE MOTORCARS FROM 1925 -1948, OPEN

- 1** 1924 Kissel ~ 6-55 Speedster  
*Owned by Lynn Kissel of Livermore, CA*
- 13** 1934 Lincoln ~ 12 KB Convertible  
*Owned by Ken Daniel of Los Altos Hills, CA*
- 60** 1946 Chrysler ~ Town & Country Convertible  
*Owned by Donald Barnes of San Francisco, CA*
- 120** 1925 Doble Model E ~ Murphy Boattail Roadster  
*Owned by Stan Lucas of Long Beach, CA*

### Class B

#### CLASSICS - DISTINCTIVE MOTORCARS FROM 1925 - 1948, CLOSED

- 3** 1941 Cadillac ~ Model 605  
*Owned by John & Debbie McPherson of Vacaville, CA*
- 9** 1931 Cadillac ~ 355A Town Sedan  
*Owned by John J. Kingston of Novato, CA*
- 47** 1937 Packard ~ Super 8 Touring Sedan  
*Owned by Stephen Austin of San Mateo, CA*
- 72** 1934 Packard ~ 12 Club Sedan  
*Owned by Allen Nelson of San Mateo, CA*
- 73** 1940 Packard ~ 1803 Touring Sedan  
*Owned by Larry Nannini of Colma, CA*
- 128** 1947 Cadillac ~ Club Coupe  
*Owned by Allan McCrary of Vacaville, CA*
- 142** 1933 Packard ~ Club Sedan  
*Owned by Paul Williams of Sonoma, CA*
- 145** 1934 Packard ~ 1102 Limousine  
*Owned by Roberto Isola of Daly City, CA*



## Class C

## CLASSICS - DISTINCTIVE MOTORCARS FROM 1925 - 1948, EUROPEAN

- 56** 1937 Hispano Suiza ~ K 6  
*Owned by Jules Heumann of San Francisco, CA*
- 100** 1925 Bentley ~ 3 Litre Super Sports  
*Owned by Bob Cole of Woodside, CA*
- 36** 1938 Talbo Lago ~ T 120 Roadster  
*Owned by Academy of Art of San Francisco, CA*

## Class Commercial

- 4** 1935 REO ~ Speedwagon  
*Owned by Pete Von Steyn of Lockeford, CA*
- 59** 1938 Ford ~ Pick up  
*Owned by Martin Plone of Livermore, CA*
- 6** 1967 Land Rover ~ Series II A  
*Owned by Michael Bellingham of San Anselmo, CA*

## Class D

## 2009 WINNER'S CIRCLE

- 15** 1937 Packard ~ Super 8 Touring Sedan  
*Owned by George Beck of Concord, CA*
- 46** 1955 Packard ~ Four Hundred  
*Owned by Fred & Pamela Hill of Lafayette, CA*
- 52** 1937 Delahaye ~ Roadster  
*Owned by Robert Cory of San Francisco, CA*
- 143** 1950 Ferrari ~ 195 Inter Berlinetta  
*Owned by Richard Martin of Sonoma, CA*

## Class E

## PRESERVATION CLASS - UNRESTORED ORIGINAL THROUGH 1956

- 21** 1940 La Salle ~ Deluxe 52-4 Door  
*Owned by Karol Hosking of Pinole, CA*
- 69** 1939 Packard ~ 1701 Club Coupe  
*Owned by Anthony D'Amato of San Francisco, CA*
- 97** 1918 Chevrolet ~ D-5 V-8  
*Owned by Luke Rizzuto of Los Gatos, CA*
- 126** 1928 Stutz ~ BB Coupe  
*Owned by Jim Callahan of Oakland, CA*

## Class F

## MUSCLE CARS 1963 - 1972

- 33** 1969 AMC ~ AMX  
*Owned by Bud & Jan Millard of Millbrae, CA*
- 44** 1969 AMC ~ AMX  
*Owned by Sy & Anna Tashjian of Millbrae, CA*
- 81** 1964 Ford ~ GT 350 Shelby  
*Owned by Jim Barron of Emerald Hills, CA*

## Class H

## FERRARI THROUGH 1974

- 5** 1970 Ferrari ~ 365 GT 2+2  
*Owned by Mark Sange of Bolinas, CA*
- 45** 1972 Ferrari ~ 365 GTC - 4  
*Owned by Gary Kuntz of Danville, CA*
- 66** 1972 Ferrari ~ 365 GTB - 4  
*Owned by Alan Cavey of San Francisco, CA*
- 84** 1951 Ferrari ~ 340 America  
*Owned by Jeremy Nickel of Yountville, CA*
- 94** 1963 Ferrari ~ 250 SWB California  
*Owned by John Furnas of San Francisco, CA*
- 102** 1967 Ferrari ~ 330 GTS  
*Owned by Larry & Jane Solomon of Woodside, CA*
- 103** 1967 Ferrari ~ 330 GT 2+2  
*Owned by Paul Schaffer of Tiburon, CA*
- 132** 1966 Ferrari ~ 275 GTB  
*Owned by Matt Brady of Sausalito, CA*

## Class I

## FERRARI 1975 - 1987

- 27** 1987 Ferrari ~ Testa Rossa  
*Owned by Nick Stenn of Morgan Hill, CA*
- 54** 1983 Ferrari ~ 308 GTS  
*Owned by Roy Riccetti of Gilroy, CA*
- 137** 1987 Ferrari ~ 328 GTS  
*Owned by Tony Theophilos of Peidmont, CA*
- 39** 1972 Ferrari ~ 246 GTS Dino  
*Owned by Tish Thinisen of Sunnyvale, CA*
- 119** 1972 Ferrari ~ 308 GT 4  
*Owned by Ed Theiren of Hayward, CA*
- 140** 1972 Ferrari ~ Dino 246 GT  
*Owned by Sal Zammitti of Moraga, CA*

## Class L

## EXOTICS TO 1987

- 30** 1980 Maserati ~ Merak SS  
*Owned by Bruce & Juana Wagner of Corral de Tierra, CA*
- 38** 1985 Lotus ~ Spirit  
*Owned by Harvey Lasky of Orinda, CA*

## Class M

## ANTIQUES TO 1919

- 26** 1910 Warren/Detroit ~ Touring  
*Owned by Norman & Joyce Bitter of Fresno, CA*
- 113** 1914 Petite Princess ~ Speciale  
*Owned by George Knaap of Fresno, CA*



# Class and Exhibitor

## Class NO

### VINTAGE OPEN AND CLOSED THROUGH 1948

- 8** 1937 Ford ~ Club Cabriolet  
*Owned by Joseph Machi of San Francisco, CA*
- 49** 1941 Hudson ~ Commodore 8  
*Owned by Richard Palmer of Richmond, CA*
- 87** 1929 Ford ~ Model A Roadster  
*Owned by Ken Shapiro of Berkeley, CA*
- 104** 1930 Chrysler ~ 70 Roadster  
*Owned by John Quam of Montara, CA*
- 105** 1934 Chevrolet ~ 2 Door Master Deluxe  
*Owned by Reuben Corona of Santa Clara, CA*
- 127** 1937 Plymouth ~ P 4 Deluxe Coupe  
*Owned by Jim Stanton of Alameda, CA*

## Class PRS-C, Closed

### AMERICAN MANUFACTURE 1949 - 1969

- 24** 1957 Cadillac ~ Eldorado Brougham  
*Owned by Geoffrey & Katherine Smith of San Rafael, CA*
- 40** 1960 Chrysler ~ New Yorker  
*Owned by Bill Jones of San Rafael, CA*
- 42** 1968 Chevrolet ~ Chevelle Malibu  
*Owned by Judy Summitt of Vacaville, CA*
- 64** 1949 Buick ~ 79 Roadmaster Estate Wagon  
*Owned by Patrick McHenry of Brentwood, CA*
- 71** 1961 Cadillac ~ Coupe De Ville  
*Owned by Dave Carelli of South San Francisco, CA*
- 101** 1957 Chevrolet ~ Nomad  
*Owned by Harry Hambly of Los Altos, CA*
- 133** 1950 Studebaker ~ Commander Starlight Coupe  
*Owned by Eric Alexanderson of San Francisco, CA*

## Class PRS-O, Open

### AMERICAN MANUFACTURE 1949 - 1969

- 50** 1950 Nash ~ Rambler ~ Convertible  
*Owned by Henry Hopkins of Richmond, CA*
- 63** 1955 Cadillac ~ El Dorado Convertible  
*Owned by Joseph Malta of San Francisco, CA*
- 116** 1959 Buick ~ Le Sabre Convertible  
*Owned by Robert Olness of Livermore, CA*
- 129** 1953 Buick ~ Skylark 76X  
*Owned by Joe Scarff of San Jose, CA*

## Class Q

### EXOTICS 1988 - PRESENT

- 11** 1989 Porsche ~ 959  
*Owned by Bruce Canepa of Scotts Valley, CA*

- 29** 1999 Ferrari ~ 550 Maranello  
*Owned by Peter Euteneuer of San Francisco, CA*
- 93** 1995 Ferrari ~ F355 Spyder  
*Owned by Calvin Leong of San Francisco, CA*
- 114** 1989 Ferrari ~ Modiale Coupe  
*Owned by Allen Satterlee of Morgan Hill, CA*
- 124** 2010 Ferrari ~ 599 GTB  
*Owned by Michael Althoff of Menlo Park, CA*
- 135** 2004 Ferrari ~ Challenge Stradale  
*Owned by John Moore of Granite Bay, CA*

## Class T

### AMERICAN SPORTS CARS 1953 - 1967

- 2** 1955 Chevrolet ~ Corvette  
*Owned by Samuel Barrocas of Woodside, CA*
- 25** 1954 Chevrolet ~ Corvette  
*Owned by Dick Smith of Sunnyvale, CA*
- 43** 1966 Chevrolet ~ Corvette  
*Owned by Richard Koenig of Millbrae, CA*
- 122** 1954 Kaiser ~ Darrin  
*Owned by James Orsburn of Gold River, CA*

## Class U

### FOREIGN SPORTS CARS THROUGH 1956

- 32** 1955 Jaguar ~ XK 140 FHC/SE  
*Owned by Geoffrey Horton of Sonoma, CA*
- 37** 1954 Maserati ~ A6G 2000 Zagato Spyder  
*Owned by Angelo Ferro of Novato, CA*
- 55** 1948 MG ~ TC  
*Owned by Sean McKenna of San Bruno, CA*
- 70** 1953 Jaguar ~ XK 120 FHC  
*Owned by Dick France of Los Gatos, CA*
- 82** 1953 Morgan ~ Plus 4  
*Owned by Bob & Ben La Mar of Half Moon Bay, CA*
- 88** 1954 Morgan ~ Plus 4  
*Owned by Dan Roberts of Tiburon, CA*
- 91** 1954 Arnolt MG, Bertone  
*Owned by Jim Silva of Casro Valley, CA*
- 121** 1933 MG ~ Swept Wing J 2  
*Owned by Bob Dewitz of Red Bluff, CA*

## Class V-A

### ALFA ROMEO

- 18** 1961 Alfa ~ Romeo ~ Giulietta Coupe  
*Owned by Martin & Bette Rosenthal of Daly City, CA*
- 76** 1973 Alfa ~ Romeo ~ Spyder  
*Owned by Lenny Pollacchi of Sacramento, CA*
- 95** 1969 Alfa ~ Romeo ~ GTV 1750  
*Owned by Brooke Myhre of San Jose, CA*



Class V-C, Closed

## FOREIGN SPORTS CARS 1957 - 1977 UNDER \$50000

- 51** 1967 MG MGB-GT Special  
*Owned by Mark Lambert of Menlo Park, CA*
- 77** 1967 Porsche ~ 912  
*Owned by George Vaccaro of Cupertino, CA*
- 96** 1966 Porsche ~ 912  
*Owned by Ken Brown of Salinas, CA*
- 98** 1973 Porsche ~ 911 S  
*Owned by Daniel & Janice Harrison of Palo Alto, CA*

Class V-O, Open

## FOREIGN SPORTS CARS 1957 - 1977 UNDER \$50000

- 23** 1959 Jaguar ~ XK 150 Drophead  
*Owned by Victor & Marjorie Garlin of Berkeley, CA*
- 28** 1964 Diamler ~ SP - 250  
*Owned by Stephen Plath of San Anselmo, CA*
- 65** 1964 Austin ~ Healey ~ 3000 Mk III  
*Owned by Roger Conte of San Leandro, CA*
- 74** 1965 Sunbeam ~ Tiger  
*Owned by Jeff Kane of San Francisco, CA*
- 99** 1973 Triumph ~ TR6  
*Owned by Rod Heckelman of San Rafael, CA*

Class VP

## PORSCHE 356

- 31** 1961 Porsche ~ 356 B Roadster  
*Owned by Richard Ruff of Greenbrae, CA*
- 78** 1962 Porsche ~ 356 B T-6 Roadster  
*Owned by Chris Roman of San Francisco, CA*
- 123** 1960 Porsche ~ 356 B Roadster  
*Owned by David Rossiter of Folsom, CA*
- 125** 1959 Porsche ~ 356 A Coupe  
*Owned by Mark York of Gold River, CA*
- 152** 1955 Porsche Continental  
*Owned by Larry Solomon of Woodside, CA*

Class VRC

## VINTAGE RACE CARS

- 10** 1983 Lancia ~ Group LC2  
*Owned by Bruce Canepa of Scotts Valley, CA*
- 90** 1960 Alfa Romeo ~ Sprint Speciale  
*Owned by Douglas Munson of Los Altos, CA*
- 134** 1955 Bentley ~ R Type Special  
*Owned by Terry O'Reilly of Burlingame, CA*
- 139** 1953 Jaguar ~ XK 120 Roadster  
*Owned by Steve Harris of Visaila, CA*

Class W

## FOREIGN SPORTS CARS 1957 - 1977 OVER \$50000

- 12** 1969 Mercedes ~ Benz ~ 280 SL  
*Owned by Gerry Holzapple of Grass Valley, CA*
- 58** 1958 Jaguar ~ XK 150 S OTS  
*Owned by Stephan Silen of San Anselmo, CA*
- 130** 1958 Aston ~ Martin ~ Mark III Drophead  
*Owned by John Fitzpatrick of Redding, CA*
- 148** 1967 Bizzarrini ~ 5300 GT Strada  
*Owned by Phil White of Atherton, CA*

Class X

## FOREIGN PASSENGER CARS THROUGH 1956

- 22** 1951 Riley ~ RMD Drophead  
*Owned by Bob & Ben La Mar of Half Moon Bay, CA*
- 67** 1953 Bentley ~ R Type Sports Saloon  
*Owned by Bob Nicholson of Daly City, CA*
- 89** 1952 Bentley ~ R Type  
*Owned by Dr. Charles Syers of San Mateo, CA*
- 138** 1948 Jaguar ~ Mk IV  
*Owned by Grady Rosier of Visaila, CA*

Class Y-Z

## FOREIGN PASSENGER CARS 1957 - 1977

- 7** 1972 BMW ~ 2002tii  
*Owned by Richard Pellicone of San Jose, CA*
- 19** 1970 Rover ~ 3500 S  
*Owned by Albert Boasberg of San Francisco, CA*
- 141** 1960 Morris ~ Mini  
*Owned by Sean Mckenna of San Bruno, CA*
- 20** 1960 Mercedes ~ Benz ~ 220 SE Cabriolet  
*Owned by Bob Buckter of San Francisco, CA*
- 41** 1968 Mercedes ~ Benz ~ 280 SE Coupe  
*Owned by Kristopher Summitt of Vacaville, CA*
- 117** 1967 Mercedes ~ Benz ~ 600  
*Owned by Richard Moore of Tiburon, CA*
- 149** 1969 Rover ~ TC 2000  
*Owned by Albert Boasberg of San Francisco, CA*

# Immortalization of Ecstasy

## *History of the Emblem*

The Spirit of Ecstasy was designed by Charles Robinson Sykes in 1910 and carries with it a story about a secret passion between John Walter Edward Douglas-Scott-Montagu, a pioneer of the automobile movement, and editor of *The Car* magazine at the time, and his secret love and the model for the emblem, Eleanor Velasco Thornton. Eleanor was John Walter's secretary, and their love was to remain hidden, limited to their circle of friends, for more than a decade. The reason for the secrecy was Eleanor's impoverished social and economic status, which was an obstacle to their love. John Walter, succumbing to family pressures, married Lady Cecil Victoria Constance, but the secret love affair continued. Friends of the pair knew of their close relationship but they were sufficiently understanding as to overlook it.

When Montagu commissioned his friend Charles Sykes to sculpt a personal mascot for the bonnet of his Rolls-Royce Silver Ghost, Sykes chose Eleanor Thornton as his model. Sykes originally crafted a figurine of her in fluttering robes, pressing a finger against her lips—to symbolize the secrets of their love. The figurine was consequently named “The Whisper”.

The very first Rolls-Royce motorcars did not feature radiator mascots; they simply carried the Rolls-Royce emblem. This, however, was not enough for their customers who believed a vehicle as prestigious as a Rolls-Royce should have its own luxurious mascot, and by 1910 personal mascots had become the fashion of the day. Rolls-Royce was concerned to note that some owners were affixing “inappropriate” ornaments to their cars. Claude Johnson, then managing director of Rolls-Royce Motor Cars, was asked to see to the commissioning of something more suitably dignified and graceful.

Johnson turned to Charles Sykes following Lord Montagu's commission, Sykes was asked to create a mascot which in future would adorn every Rolls-Royce. In February 1911 he

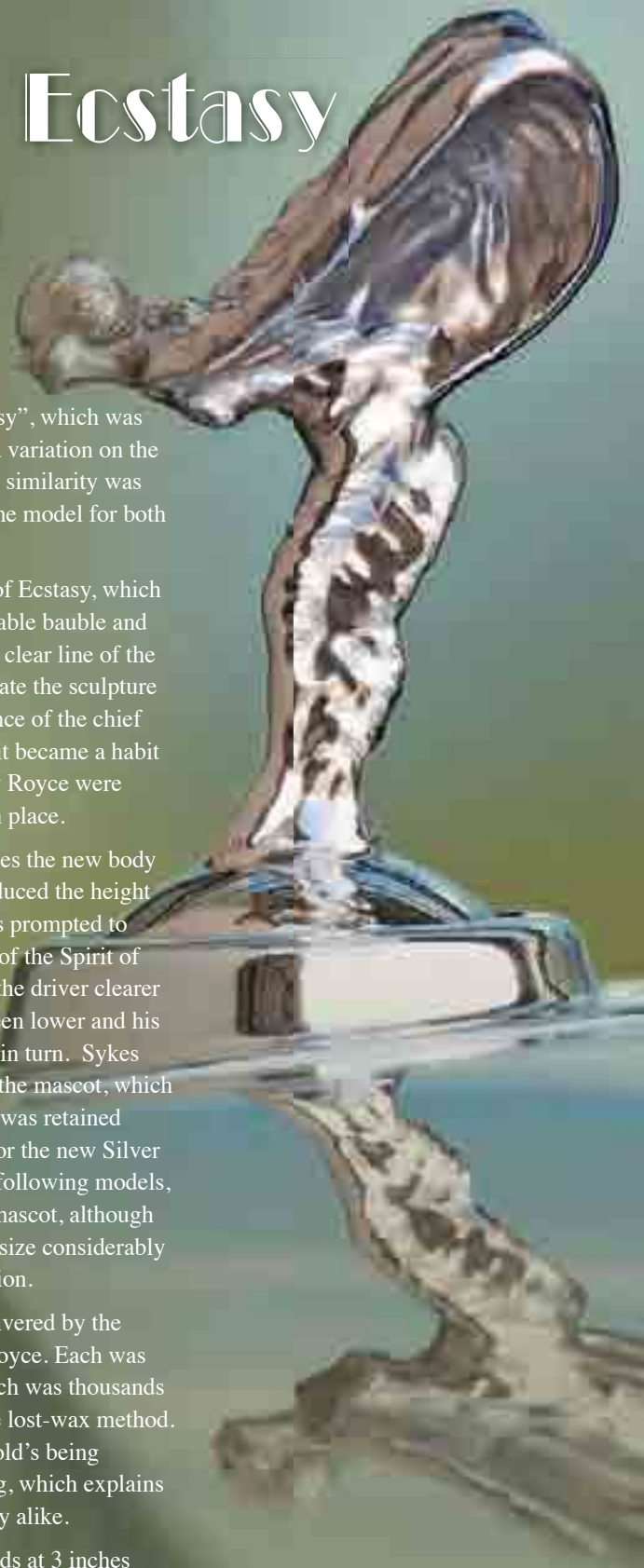
presented the “Spirit of Ecstasy”, which was easily recognizable as being a variation on the theme of “The Whisper”. The similarity was hardly coincidental because the model for both had been Miss Thornton.

Royce did not like the Spirit of Ecstasy, which he judged to be just a fashionable bauble and complained that it spoiled the clear line of the car's bow. The contract to create the sculpture was awarded during the absence of the chief engineer due to illness. Thus it became a habit that Rolls-Royce cars used by Royce were rarely driven with a mascot in place.

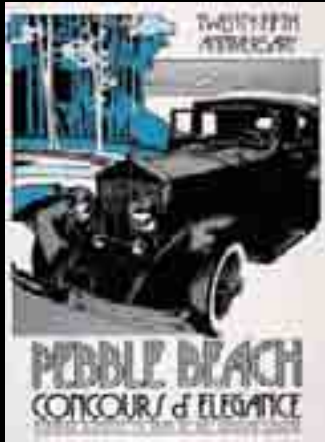
Towards the end of the twenties the new body line of Sports Saloons had reduced the height of the coachwork. Royce was prompted to think about a lower variation of the Spirit of Ecstasy. The alteration gave the driver clearer vision even with the windscreen lower and his seating position also lowered in turn. Sykes created a kneeling version of the mascot, which fulfilled this requirement and was retained after the Second World War for the new Silver Wraith and Silver Dawn. All following models, however, sported a standing mascot, although this has now been reduced in size considerably compared to the original version.

The Spirit of Ecstasy was delivered by the Company with every Rolls-Royce. Each was done using the technique which was thousands of years old and known as the lost-wax method. This practice results in the mold's being destroyed to reveal the casting, which explains why no two figures are exactly alike.

Today's Spirit of Ecstasy stands at 3 inches and, for safety, is mounted on a spring-loaded mechanism designed to retract instantly into the radiator shell if struck from any direction. There is a button within the vehicle which can retract/extend the emblem as well. She can be made of highly polished stainless steel, sterling silver or 24-carat gold, the sterling silver and gold being optional extras. As always, Rolls-Royce buyers bespoke wishes prevail.



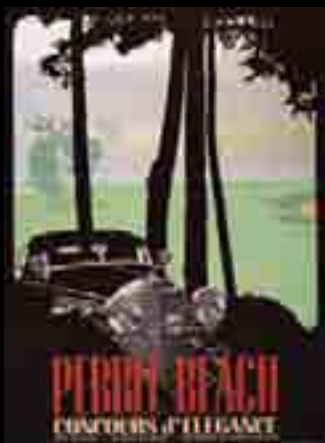




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Reissued in collaboration with the Blackhawk Museum, The Pebble Beach Concours Poster Collection commemorates this landmark automobile venue that began in 1950. The posters were originally designed to promote the fabled Road Race held on the "Seventeen Mile Drive" on the Sunday following the Pebble Beach Concours d'Elegance on the grounds of the equally elegant Del Monte Lodge on Saturday.

Pebble Beach Road Race posters offered span years 1950 through 1956; Pebble Beach Concours d'Elegance posters available cover years 1966 to 1997. Price \$25.00 includes tax, shipping and handling



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