

HOT CARS

Magazine

**MONTEREY MOTOR WEEK
PART ONE:
THE QUAIL
PB TOUR
DREAM CARS
OF THE '60s
CLASSIC
CAR
FORUM**

**LA
ROADSTER
SHOW**

**HOT ROD
HILL CLIMB**

**NORCAL
RELIABILITY RUN**



HOT CARS

Magazine

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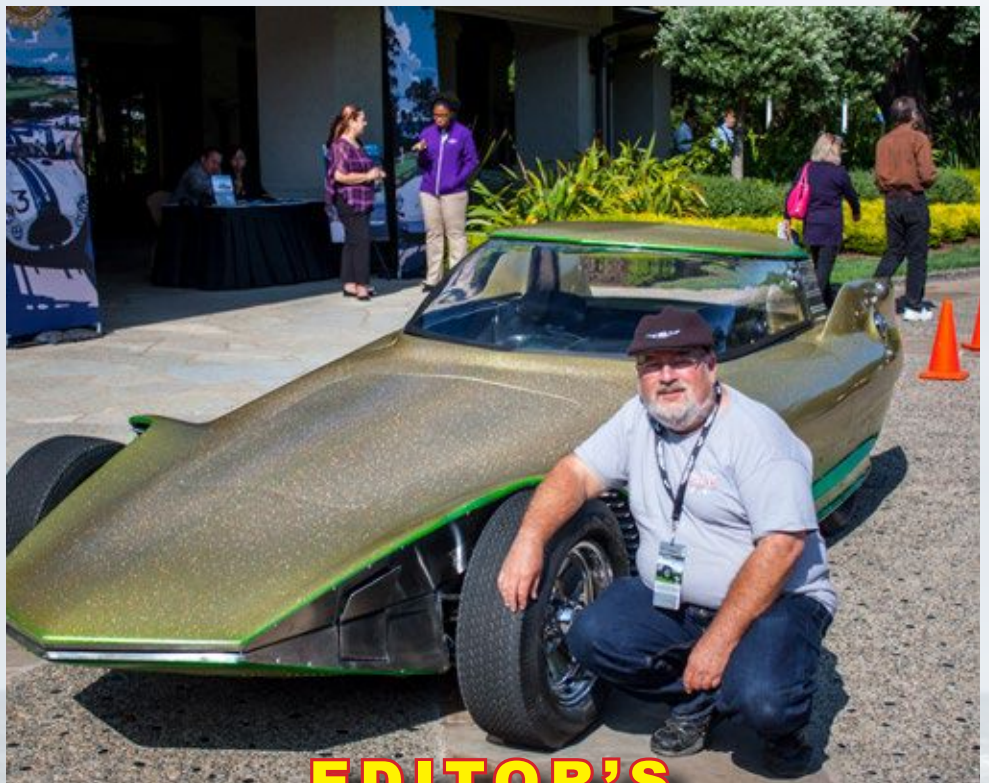
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**NEXT ISSUE:
MOTOR
WEEK PART 2**



EDITOR'S NOTES

You would not believe the summer I had this year! Car shows, auto races, rallies, and of course, the amazing Monterey Motor Week! This issue we will start to bring you our extensive coverage of all the great events we attend-

type of show is great for our hobby too. A lot of Joe Public comes to these shows to check out the cars and talk with the owners. It's good exposure for our hobby. But it's like I tell my friends, half the fun is

Bringing together this issue has been great fun. I wasn't planning on it being a "You've got to drive them!" issue, it just came together that way.

ed during Motor Week. In this issue we'll attend the Classic Car Forums at Spanish Bay Resort, take a look at the "R" Class at Pebble Beach, take you to The Quail, and cover the Thursday Pebble Beach Tour d'Elegance.

Next issue we will continue our Motor Week coverage with the Motorsport Reunion, the Italiano show, and special coverage of the world famous Pebble Beach Concours d'Elegance including a special look at the Best of Show winner!

Bringing together this issue has been great fun. I wasn't planning on it being a "You've got to drive them!" issue, it just came together that way. I don't know about you, but I love seeing cars in motion! Don't get me wrong. I love the fairgrounds and parking lot car shows too. It's nice once in awhile to just park the car, pull out the folding chairs and cooler, then just sit back and relax with your fellow gear heads, This

getting there! Driving your hot rod is a lot more fun than just sitting next to it, and if someone tells you otherwise, than they're just not true gear heads!

Recently Lynne and I got to spend the day covering the Northern California Reliability Run, and even though we weren't in a hot rod, we still had a blast driving with the group and making the stops and getting to visit with the fellow gear heads.

Shane Garletts sent along photos from the Hot Rod Hill Climb in Colorado, and we have coverage of the Tour d'Elegance from Pebble Beach, and one thing you'll notice in all these driving events is people smiling and waving! They are having a great time *driving* their cars!

Next issue we will have a lot more Monterey Motor Week, including Pebble Beach coverage. Plus we will have some more California car shows for you to check out, and a very special feature car!

YOU GOT TO DRIVE THEM ISSUE!



Pebble Beach Classic Car Forum **PAGE 4**

Just a few days in August each year, the Spanish Bay Resort on the Monterey Peninsula becomes a magical place where the past and the future come together!



NorCal Reliability Run **PAGE 8**

If your idea of fun is sitting in a parking lot and pulling out a folding chair, then this event isn't for you! This event is for the guy who loves to drive his hot rod!



Hot Rod Hill Climb **PAGE 12**

Special guest contributor this issue, Shane Garletts, shares his photos from the Hot Rod Hill Climb in Colorado. Shane has a great eye for shooting hot rods!



Dream Cars of the '60s **PAGE 20**

They are some of the wildest, wackiest, well engineered one off cars that make you think about what might be in the future ...or not.



Pebble Beach Tour d'Elegance **PAGE 32**

They might be multi-million dollar, rare, classic cars, but on Thursday we get to see them drive down the Pacific Coast Highway in all their beauty!



Quail "A Motorsports Gathering" **PAGE 38**

It is simply called "The Quail," one of the most prestigious shows during Motor Week, and one of the hardest to get into. We'll show you why.



LA Roadster's Show **PAGE 42**

The LA Roadster's car show is one of the oldest hot rod shows in SoCal. So, what happened this year to bring the attendance down? Our SoCal photographer Davie Davis explains what happened.

2017 PEBBLE BEACH CLASSIC CAR FORUM

"Spanish Bay: Where the past meets the present"



When someone mentions Pebble Beach Concours d'Elegance, one pictures all those expensive, rare, classic cars on display Sunday morning. However, the truth is, that it is the Grand Finale to a week-long celebration of classic cars. There are car shows and car rallies all week. One of my favorite events during the week is the Pebble Beach Classic Car Forums, held at the Spanish Bay Resort, just a short drive north of Pebble Beach.

The Spanish Bay Resort is a pretty magical place during Motor Week in Monterey. Each time I visit there, I find a different assortment of big_buck, rare, supercars parked out front. Lambos, Ferrari's, 'Eggs, and Pogani's all seem to gather there. The line of cars parked out front looks like it should be a hotel in Monaco, not Monterey. There's always a big group of people there with cameras in hand, shooting pictures of the cars as they park in a long line. The atmosphere is magical and exciting, (if you're a gear head like me).

Out back there's a large tent just as you exit the hotel. This is where they hold the Classic Car Forums presented by AIG and TDC. This year's list of forums included interesting panel conversations about American Dream Designers of the '60s, the Future of Cars from Antique to





Autonomous, and the history of La Carrera Panamericana. Well-known TV hosts Jay Leno, Wayne Carini, Spike Feresten and Alain de Cadenet hosted exciting sessions such as “Hot Rod Legends” or “One-on-One With Jacky Ickxxx”. There was even an exclusive car chat with Jerry Seinfeld. All proceeds from the Forums benefited the Pebble Beach Company Foundation supporting Monterey County youth.



“Hot Rod Legends” was my favorite forum. Hosted by Wayne Carini, it featured people like Rick Dore, Steve Moal, and others. The highlight of the forum was Ed Iskenderian! At 96 years old, Ed is still a true gear head who can tell you some great hot rod stories! A special surprise was Gene Winfield dropping in and chatting with Ed about the old days. When the forum was over, it didn't end there. Ed's hot rod that he built back in the '40s was parked just outside the door; untouched, and showing shredded tires. Gene and Ed stood next to car while Ed explained how he built it. He included stories about all the great times he had in the car. It was one of those magical moments that you know might not ever be repeated.





Northern California Reliability Run



When local rodder Marcus Edell posted the flyer for the Northern California Reliability Run, I thought, “Man this looks like fun!” Lynne & I got up early and jumped in the Volt (our most “reliable” car), and drove out to Concord for the start of the run. Step by step directions were handed out, and we were off!

Start at East Bay Speed and Custom at 1836 Arnold Industrial Pl., Concord, CA, climb to the top of Mount Diablo, back down, through the Altamont Pass, up the valley to have lunch in a Red Caboose near the Delta, back through and over the East Bay hills to end at the edge of the bay for dinner at the Nantucket restaurant on the water. It was an all-day test of man and machine!

The first leg of the journey was the toughest. Mt. Diablo road is a narrow two lane road with bicyclist all over it, making it even tougher to climb. The summit saw cars arriving with boiling radiators, but nothing too serious.

The next leg took us along the winding hills to Altamont Pass road and out to the valley, then hung a left and drove north to the Delta. We all stopped at the Red Caboose Cafe (210 Fulton Shipyard Rd, Antioch, CA) for hamburgers and conversation.

Then, don't ask me where we went after



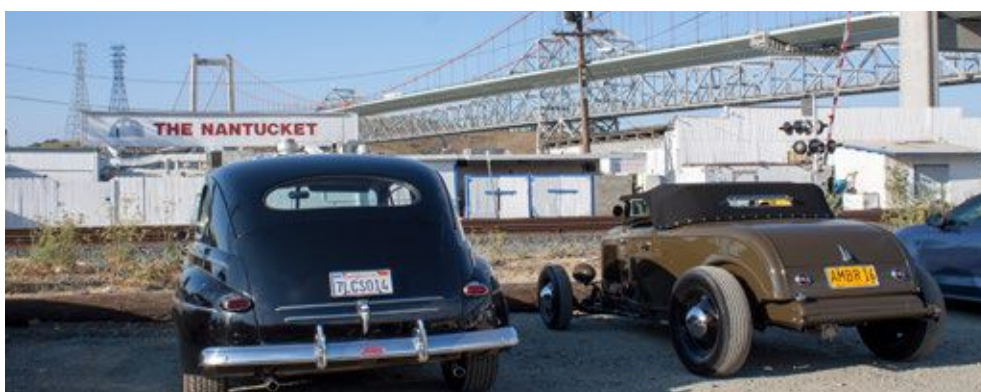




10 HOT CARS



ABOVE: Photo courtesy of Marcus Edell shot from inside Craig Owen's hot rod coupe (top) running white wall, pie cut, cheater slicks!



that, I tucked in behind the group and followed them! We traveled through picturesque valleys, through ritzy neighborhoods, downtown streets, and over the tops of mountains. Instead of going through the Caldecott Tunnel we traveled over it, on a VERY narrow, VERY windy road that took us over the mountain and down into Claremont and Berkley.

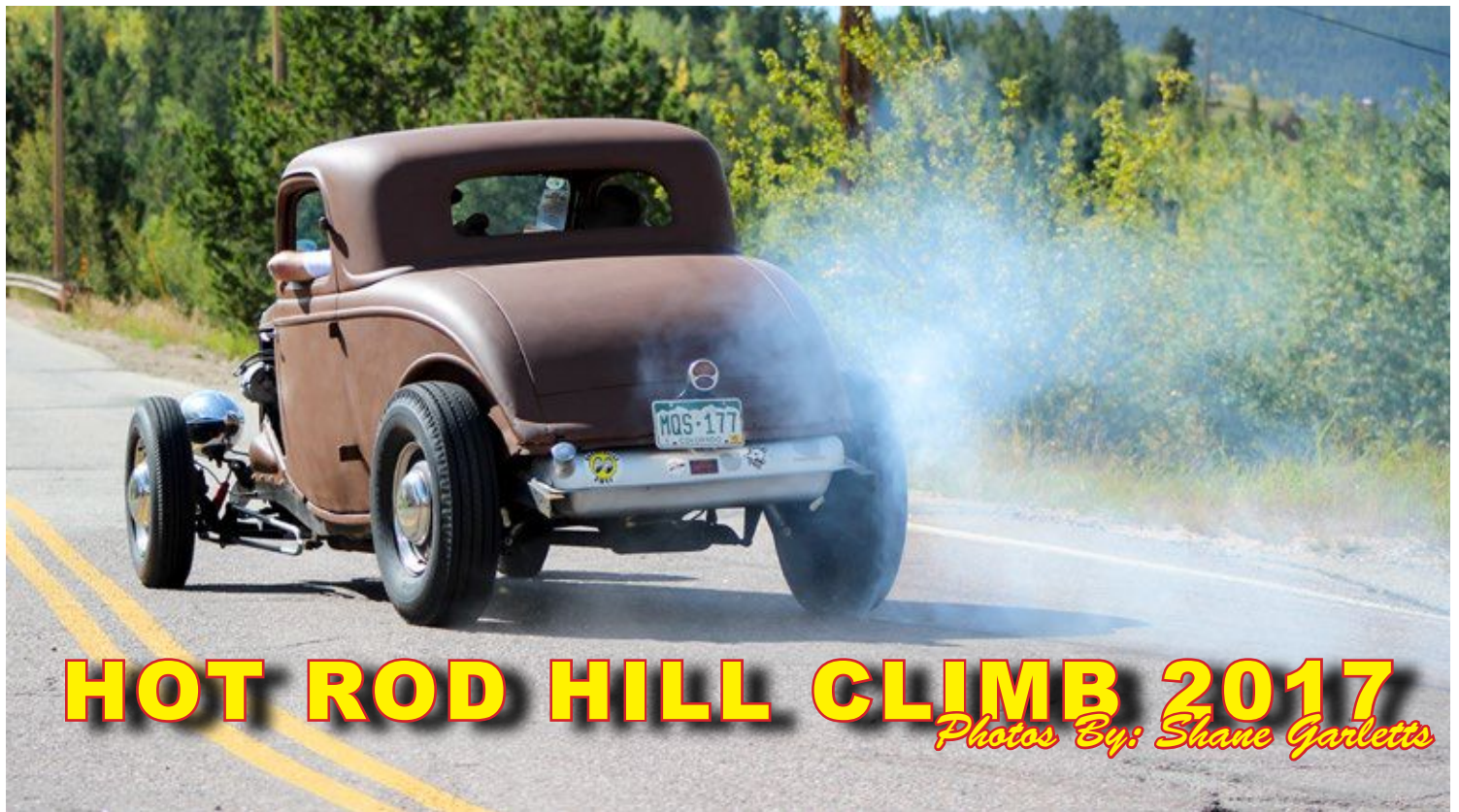
After a full day of driving we ended up at the Nantucket (501 Port St, Crockett, CA) where you could sit down for dinner on the water, or hang out at the bar, have a beer, and share the "road stories" about the day.

At first Lynne and I tried to stay out in front of the pack so we could shoot pics of them as they drove by, but once they got by us, it was hard to get back out in front of them. But it was interesting following behind them as well. People would point and wave at them. In some of the small neighborhoods we drove through people would drop what they were doing just to watch this big group of hot rods drive by!

In the end, everyone had a great time, only a couple of cars didn't complete the run, and Lynne and I met some new car buddies! I'm looking forward to next year's reliability run.

Oh yeah. You might have noticed a couple of cars that look like former Grand National Roadster Show America's Most Beautiful Roadster award winners (left photo), that's because they are!

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HOT ROD HILL CLIMB 2017

Photos By: Shane Garletts

Originally, the Hot Rod Hill Climb was known as the Georgetown Hill Climb. It was first run in 1953, then again '54 with Denver sports car clubs running their cars up the mountain. They had run up the dirt switchbacks leading to the top of Leavenworth Mountain just outside of the historic, Victorian mining town of Georgetown, Colorado in 1952, touting just how quickly and well they had done so.

Mike Nicholas came across an article about the original event in a March 1954 issue of Hot Rod Magazine which came with the 1950s-style Shoebox Ford he had recently purchased to restore. This would turn out to be the best thing to happen in the history of the Hill Climb since its initial running. Mike decided to revive the Hill Climb with vintage hot rods rather than sports cars. The event has grown into one of those “must attend” events on hot rodder’s lists!

Friday features a reliability run that travels over 100 miles of mountain roads, and Saturday is the main event with the hill climb. At night the streets are filled with hot rods and a party atmosphere.

It looks like I’m going to have to add this one to my travel list for next year!

Special thanks to Shane for sharing his photos with our readers. Shane says he might send more events coverage in the future. Let’s hope he does!







14 HOT CARS





16 HOT CARS







DREAM CARS OF THE SIXTIES!



I love it each year when the Pebble Beach Concours d'Elegance announces its special themes and classes. There's always one or two classes that get me excited about attending.

This year it was "Class R" American Dream Cars of the 1960s. The list included Hot Rod's Tex Smith 1963 XR-6 Roadster, Gene Winfield's 1964 Reactor, Dean Jeffrie's 1963 Mantaray, and 1960 DiDia 150 "Bobby Darin" Coupe. Plus a few other cool cars I had never even heard of or seen before.

Some of the most memorable American cars of the 1960s came from talented individuals, and not from Detroit's "Big 3." Shown here in these next few pages are just some of these talented designers most recognizable creations of the 1960s.

These guys pushed the envelope of design and brought us some very unusual creations. Enjoy.

20 HOT CARS





1964

Class R
Dream Cars
of the 1960s



Let's start with my favorite; Gene Winfield's "Reactor." A Citroen ID chassis and a Chevrolet Corvair engine are surrounded by a hand formed aluminum and fiberglass body, that, of course, is covered in a famous Gene Winfield "fade" paint job!

The car was originally commissioned, designed and built for Joe Kizi's 15th Annual Hartford Autorama. Initially called the "Autorama Special", after Gene bought it he renamed it "The Reactor" The hood, doors, roof, and concealed headlights are all remotely activated.

If you're as old as me, you might remember Darrin driving the car in the old *Bewitched* TV series. In fact, Gene tells me after the producers saw the car, it went from just a cameo appearance to a full episode written around the car. The car also showed up as Captain Kirk's ride in the original *Star Trek* series, and with a whole lot of cosmetics, Cat Woman's ride on the *Batman* TV series.





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1964

Built by designer DiDia and later bought by singer Bobby Darrin, this wild creation, entitled the DiDia 150, drew a lot of looks on the 18th green!

The car took seven years to build and boasts a full tubular frame, a hand-built aluminum body, "Skyview" plexiglass roof sections, a double wraparound windshield, disappearing headlights, and a trunklid that opens sideways. The DiDia's candy red paint was applied by George Barris and consists of 30 coats of Swedish Pearl Essence, spiced with actual, tiny, crushed diamonds!





1963

You'll probably remember Dean Jeffries Mantaray from the covers of car magazines back in the '60s! The aluminum body (made from 86 pieces) was formed over a small skeleton tube frame. What might surprise you is that it's formed over a prewar Maserati Grand Prix car that Jeffries acquired from his father-in-law, Darin Maxson. The asymmetrically shaped creation is powered by a 289 fuel Ford motor that was given to Jeffries after Carroll Shelby saw the project, (which explains the "Cobra" valve covers).

Jeffries won the coveted Oakland Roadster Show Tournament of Fame Award in 1964. The award featured a \$10,000 check, a NEW Ford, and a trip to the Italian Auto Show in Turin, Italy! WOW!



1966

The 1966 Bosley MK II Interstate was built on a Corvette SR-2 chassis with a Pontiac V8 Tri-Power engine by Ohio dentist Richard Bosely. The car features a unique monocoque fiberglass body. The car was recently restored by Stephen and Kim Bruno.

The pointy nosed, candy red beauty was a favorite among the crowds of car enthusiasts in Monterey.





1962

The 1962 Studebaker Sceptre designed by Brooks Stevens and built by Carrozzeria Sibona-Basano of Turin, Italy. It was a concept car that Studebaker was hoping would turn around the failing company.

The car featured a full width headlight design that was suppose to cut down the glare on opposing drivers. I wish I had seen this car at night with that thing lit up!





1965

The Bugatti Type 101 was designed by Virgil Exner as part of his Revival Cars project and exhibited at the 1965 Turin Motor Show in a failed effort to revive the famous marque.

The car features a supercharged straight 8 engine, and interior designed by Virgil Exner Jr.

Today the car is owned by the William Lyon family.





1965

Pontiac Vivant Herb Adams Roadster, owned by Mark Brinker. Well known Pontiac engineer Herb Adams designed the space age tube chassis and placed a Pontiac special 370 V8 and drivetrain in the car. The body was designed and built in Italy but features several Pontiac cues like the split nose of the car.

The blue roadster was missing until 2009 but recently Dr. Mark Bringer of Houston, Texas found the car and had it totally restored.

This was its first car show since the restoration.



1967

The Gyro-X was built by Alex Tremulis (Designer for the Chrysler Thunderbolt and the Tucker) by request of Gyro Transport Systems in 1967. Picture a Bonneville streamliner motorcycle that can't fall over! The concept car is stabilized by a hydraulic gyroscope and driven by a 1.3-liter Austin motor. The gyroscope (the big metal thing under the hood in the picture to the right), keeps the car upright, while the small motor in the back drives the car.

The Gyro-X was considered a technical success. It ran and stayed upright, even when idling. Science & Mechanics magazine road tested the car and reported a top speed of 125 MPH.

Retractable "training" wheels are there until the gyro is warmed up, but all the times I saw the car drive, they never touched the ground!



1963



The XR-6 is one of those historic cars you remember as a kid. AMT even made a model of the car. In 1963 it was the America's Most Beautiful Roadster at the Grand National Roadster Show (GNRS). An all-star cast made that win possible. Steve Swaja designed the unique asymmetrically shaped body, George Barris and Gene Winfield built the car, and legendary upholsterer Tony Nancy did the interior.

The car featured a space age tubular chassis, a Dodge slant six motor with side draft weber carbs, a VW independent front suspension, and a Dodge Dart rear end.

Legend has it that Tex Smith called the GNRS show promoter Al Sloanaker to say the car wouldn't be ready in time for the show. Sloanaker replied, "You'd better get it down here. You're the winner!"

ABOVE: The Cadillac Cyclone was automotive designer Harley Earl's last concept vehicle before he retired in 1958. The car's twin fender cones were intended to hold a radar device that scanned the highway, warning of objects in its path, sort of like what we have on modern cars today. This car is regarded as having inspired a number of Cadillac's later design themes.

The car was on display in the Cadillac booth and not part of the Dream Cars of the 60s class, But I wanted to share a picture of it here.

Pebble Beach Tour d'Elegance Celebrates it's 20th Year!



The scenic 70-mile tour route weaves through forests of intertwined cypress and towering pine trees, transverses sun-drenched mountains and valleys, drives through Mazda Raceway Laguna Seca, parallels the crashing Pacific surf along the coastline, and tours charming Carmel by the Sea. It's a great way for the public to be able to see these cars for free, rather than the \$300 entry fee to the Pebble Beach Concours d'Elegance on Sunday.

And if you ask me, cars look much better in motion!

TOP: We didn't know it Thursday morning, but this 1929 Mercedes-Benz S Barker Tourer would go on to win Best of Show on Sunday!

MIDDLE: The cars start backing out of their trailers.

BOTTOM: Time to get gassed up, fired up, and ready to hit the road!





ABOVE: The cars begin to line up for the tour and the crowds gather to check out the cars up close.

BELOW: There's a car celebrity every time you turn around!





ABOVE: The 1951 Ferrari 212 Export Touring Barchetta owned by Thomas Peck, Irvine, CA. Featured in 1955 movie "The Racers."



ABOVE: Jochen Mass behind the wheel of the very first AMG race car, a 1971 Mercedes Benz 300 SEL 6.8 affectionately known as the "Red Pig".



ABOVE: The Bixby Bridge is my favorite place to photograph cars during the tour. That's me in the far left of the photo.

BELOW: The best part is when the bridge is full of classic cars both coming and going!

BELOW: Beautiful Ferrari 250 Testa-Rossa Scaglietti Spyder own by the Honorable Sir Michael Kadoorie, from Hong Kong.





ABOVE: Is this a great shot or what? 1958 Ferrari 335 Sport Scaglietti Spyder, (owned by Andreas Mohringer from Slazburg, Australia), leads a group of classic cars back over the the 1932 Bixby Bridge with the ocean and blue skies in the background.



ABOVE: 1933 Duesenberg J Disappearing Top Roadster had its top down today!





ABOVE: 1929 Rolls-Royce Phantom I Brewster Ascot Tourer owned by Jay and Christina Moore boogies down the highway!



ABOVE: Mr & Mrs Don Blenderman of Houston, Texas fly by in their 1955 Kurtis 500SX. Loved seeing the people in the open cars!



ABOVE: Gorgeous 1955 Alfa Romeo 1900 CSS Boano Coupe Speciale, Tony Shooshani, Long Beach, California.



ABOVE: One of my personal favorites was this 1938 SS Cars SS100 Graber Coupe owned by Richard Mahoney, St. Louis, Missouri.

BELOW: 1949 Ferrari 166MM Touring Barchetta owned by David N. Seielstad. You gotta love it when they have period correct Helmets/goggles!





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The Quail a Motorsports Gathering

*"celebrated two unique featured classes:
Mid-Engine Marvels and Originals."*



2017 marked the 15th Annual "The Quail, A Motorsports Gathering" which celebrated two unique featured classes: Mid-Engine Marvels and Originals. Motorsports enthusiast from around the world revel in exquisite vehicles on display, intimate interactions with event sponsors, and unparalleled musical arrangements. Guests enjoyed mouth-watering food and beverage offerings from five culinary pavilions, one of which debuted an all new sponsorship with Pirelli. If you're into great cars, amazing food, and fine wine, then The Quail is a "must attend" event.



TOP OF PAGEs: How about a dozen "Eggs" on display? Amazing!

MIDDLE: America's Most Beautiful Roadster" was on display.

RIGHT: Rick Dore poses with a couple of his "one off" coachbuilt masterpieces.

NEXT PAGE

MIDDLE: 2014 Daedalus Roadster by Kris Heil was hand built in his garage over a ten year period.

BOTTOM LEFT: Jochen Moss poses with the latest Mercedes AMG-GT4.

BOTTOM RIGHT: Ken Okuyama Cars brought two amazing "one off" cars including this beast of a supercar!







ABOVE: One of my favorite cars was this 1938 Bentley 4.25 that looked like it could be the original "Batmobile!"

LEFT: Bruce Meyer always shows up somewhere with a hot rod, this time it was Tom Pruffer's iconic '32 Deuce Coupe.





ABOVE: I have never seen so many Paganis in one spot!



ABOVE: A rare gathering of Devine race cars!



BELOW: "Best of Show" was awarded to this beautiful and rare 1964 ATS 2500 GTS, Owned by Bruce Milner.



53rd annual LA Roadster Show Fairplex in Pomona, CA



WWW.BROOKVILLEROADSTER.COM



Story: Dave Davis and William Saksa
Photos: Dave Davis
PrimerPodcast.com

Where are all the roadsters? This was the big question from the few spectators that showed up at 10 a.m. for the hot Saturday. This was the 53rd annual L.A. Roadster Show held at the Fairplex in Pomona, CA. Like many car enthusiasts, we look forward to this event every year. We missed this event last year due to health issues, so we were ready for some killer rides. That was not the case.

This event, along with the Grand National Roadster Show, has changed hands and will be managed by Rod Shows Inc. through 2019. Along with those changes came an increase in entry fees for participants with roadsters, specialty cars and swap meet sellers. Previously, all roadsters

got in free, specialty cars paid \$40 for the two days and swap meet sellers paid \$60.

This year, roadster owners got hit with a \$50 fee, specialty car owners went up to \$75 and swap meet sellers \$80 for 20'x25' and an additional \$20 for a corner space. The worst hit came to the vendors. They got hit with a \$900 fee. Add all the fee increases, most folks just decided to pass on the event. When we got to the show at 8 a.m., there were no roadsters loading in or lining up between the buildings. We estimate that about 60% of the usual crowd and vendors did not attend. Even the vendors inside the buildings were sparse. The big usual vendors like Brookville and Edelbrock did show up, but the fee increase cut out the smaller companies.

The other result of this attendance drop was the large amount of vacant space between the roadsters, specialty cars and

swap meet. The show management, lead by John Buck, could have moved everyone in tighter to reduce the amount of walking in barren asphalt. We did see some great roadsters and some great muscle cars, but the overall tone of the event was pretty dull.

The L.A. Roadster Club members had some of their cars inside one building, but usually, they have a larger attendance.

We predict this show will not survive and if it does, it will take a long time to recover. Hopefully, Mr. Buck and his marketing team will reevaluate their position and make the necessary changes to get it back up to speed. If we had known it would be such a low turnout, we would have gone to the Ford F100 Western Nationals instead. Who doesn't like vintage trucks?





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