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A 1931 Invicta S Carbodies Tourer pulls onto our competition field in 2015.



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Concours d'Elegance Archives; our photo teams, including
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Looking at the 2024 Pebble Beach Concours d’Elegance in the rearview mirror, I am feeling both relief and elation at the many positive comments we received. But I want to be honest: heading into the event I felt more than a bit of trepidation.

In late spring, after the car count in each class was finalized, we realized that postwar cars outnumbered prewar cars by more than 20 percent—a sizeable jump from recent years when the two were roughly equal in number.

Were we moving too far too fast, I wondered?

Yes, we are intent on change, but we don’t want to change for the sake of change alone. This Concours was founded by enthusiasts, and it has always sought to mirror their changing desires and recognize the growing knowledge of experts and the changing tools and techniques of restorers and preservationists.

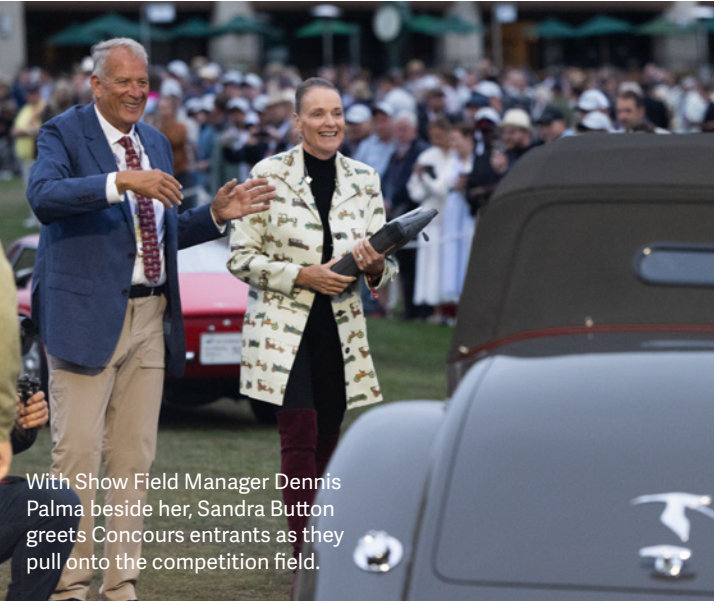
In recent years, entry applications for postwar cars have increased in number, so we knew heading into 2024 that we wanted to offer more postwar classes. . . . But a shift of this magnitude wasn’t entirely planned.

When entry applications went out, our decision to host a class for wedge-shaped concepts sparked great interest—and the offer of many cars—from individuals, manufacturers, and design houses around the globe. Soon what was initially intended to be a small display grew to encompass two very full classes, tracing the development of wedge designs through time, from the 1950s to the present. It felt innovative and important—and it was a pleasure to watch it come together.

As this was happening, two of our Selection Committee members suggested that we pair each of our 1990s BPR and FIA racing greats with their road equivalents—an interesting sight for spectators but effectively doubling the number of these cars. Our Maserati and Frua classes also shifted their focus to postwar creations, based on interest and entries. So, suddenly but somehow from the grass roots up, the shift to a clear majority of postwar cars was made.

The vote for Best of Show signaled another dramatic shift.

I don’t recall seeing a more diverse group of final nominees for Best of Show—from a lovely Packard Twelve LeBaron Sport Phaeton with classic lines, to a mid-century Talbot-Lago T26 Grand Sport with sweeping curves, to the sleek and striking Lancia Stratos HF Zero wedge concept and a wonderfully well-preserved Bugatti Type 59 racing great.



With Show Field Manager Dennis Palma beside her, Sandra Button greets Concours entrants as they pull onto the competition field.

And every car had its ardent fans. Ultimately the Bugatti won our top award—a notable first for a preservation car.

I know many people struggle to see the elegance in that well-worn car, but it’s there.

As dawn breaks on Concours Sunday, our judges gather to get their final instructions for the day, and this year Chief Judge Chris Bock asked them to consider elegance in all its forms: “Our definition of elegance does not limit its interpretation to simply the design of the coachwork of a vehicle,” he said, noting that it also includes a car’s “mechanical elegance, its presence or visual impact, as well as its impact on automotive history.”

I can’t wait to see what cars the year 2025 brings to us. We are celebrating the centennials of Invicta, Chrysler, and Moretti and the 75th anniversary of Formula 1. We’re also introducing a special class for Japanese Concepts & Prototypes—and other special classes are already in the works.

This *Insider* magazine offers both a look back and a peek at the future.

Please plan to join us on August 17, 2025!

Sincerely,

Sandra Button
Chairman

THE BUGATTI TYPE 59

Discover the legacy of Bugatti Type 59 Grand Prix cars in this three-volume masterpiece, featuring unseen period pictures and contemporary photos, factory drawings and special CAD illustrations that capture the development, prewar racing seasons, and histories of all surviving Type 59s. The volumes are presented in a sleeve designed by internationally renowned industrial designer MARC NEWSON. Only 59 numbered editions with an aluminum slipcase and 15 editions with a stand will be available. To pre-order and find out more information before the official presentation, at *Rétromobile 2025*, visit:

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PEBBLE BEACH CONCOURS D'ELEGANCE

2025 FEATURED MARQUES & CLASSES

The Pebble Beach Concours d'Elegance continues to build on the expanded range and breadth of cars shown on its competition field.

The forthcoming 74th Concours celebration, on August 17, 2025, will feature three marques celebrating their centennials: Invicta, Chrysler, and Moretti. It will also display the dramatic postwar creations of designer Virgil Exner, several rarely seen 1970s and '80s Japanese Concepts & Prototypes, and the innovative racing greats of Formula 1 past and present.



The 1932 Invicta S Carbodies Tourer owned by Steve Hamilton crosses the Concours Awards Ramp to accept a class award in 2015.

The low-slung 1931 Invicta LS Carbodies of Richard and Susanne Stephens earned the Montagu of Beaulieu Trophy in 2015.

Below: Gale and Henry Petronis shared a 1932 Invicta S in 2008.



CHRYSLER CENTENNIAL



INVICTA CENTENNIAL

Although it was not long for this world, crafting cars for just over a decade from 1925 to 1935, Invicta quickly made its mark. At his home in Cobham, England, with the backing of sugar magnate Oliver Lyle, Invicta founder Noel Macklin constructed the earliest models—light but spirited cars with a torquey 2½ liter Meadows engine that required few gear changes to deliver top speed. It was Macklin’s sister-in-law, Violette Cordery, who soon proved their worth, winning sprints at Brooklands, setting long-distance records at Monza and Monthéry, and eventually forging a path around the globe. The marque reached its peak with the S-type, which debuted at the London Motor Show in 1930, offering an enlarged and powerful 4½ liter Meadows engine in a racy, underslung chassis. Only 77 were produced before the Great Depression took its toll, and the last of the early Invictas were built in 1935. Twice devotees have sought to revive the marque, first in 1946



and more recently in the early 2000s. Although Invicta is less well-known today, knowledgeable enthusiasts do all they can to seek out these rare and very sporting cars.



Chrysler designs of the Classic Era reached a peak with the Chrysler Imperials. Top: This 1933 Chrysler CL Imperial Custom LeBaron Phaeton was showcased by the Academy of Art University in 2024.

Bottom: A 1941 Chrysler Newport LeBaron Phaeton poses on the 18th fairway in 1993. Just five were made.

Chrysler came into being in 1925 at the behest of Walter P. Chrysler, a roving railroad mechanic whose inquisitiveness and drive eventually led him to the auto industry and up the ladder of success to the ownership of multiple marques. It was technical innovation that first drew fans to Chrysler, but the brand quickly partnered with leading coachbuilders to offer some of the most desired and admired cars of the Classic Era. Two Chryslers built on top-of-the-line Imperial chassis—a 1931 CG LeBaron Dual Cowl Phaeton and a 1932 CH Speedster—have earned top honors at the Pebble Beach Concours d’Elegance. Chrysler led the way toward streamlined design with the avant-garde Airflow later in the 1930s, it offered a series of delightful Town & Country “woodies” in the 1940s, and in the 1950s it experimented with a striking, sleek and sometimes-finned series of “idea cars,” often created in concert with Italian coachbuilder Ghia. Long one of the “Big Three” automakers in the US, Chrysler is now a part of Stellantis—but it is still building Chryslers.



Virgil Exner's modern take on Bugatti, the 1965 Bugatti Type 101C, now in the care of The General William Lyon Family, pulls onto our show field.



The 1955 Chrysler Falcon appeared on our Concept Lawn in 1990.



The 1957 Chrysler Diablo was also shown in 1990.

VIRGIL EXNER CREATIONS

By the age of 26, Virgil Exner, or “Ex” as he was known to most, was chief stylist at Pontiac. At 29 he was chief styling engineer at Studebaker. And just as he was turning 40, in 1949, Virgil Exner was made chief of advanced styling at Chrysler, where he would revolutionize the shape of American cars—first in 1955 with the *100 Million Dollar Look*, and again in 1957 with the *Forward Look*. He was a daring and creative virtuoso, and no one had a better understanding of the magic of automotive fantasy. But beauty, elegance, delicate glamour, and the perfect blending of tones and shades were also hallmarks of his work. Diplomatic, well-spoken, gentlemanly and with an uncanny sense of proportion, Virgil Exner was a true artist in metal, fabric, and glass. No one said it better than Ex himself in 1947: “A design is worthless if it cannot be translated into an actual automobile that is structurally sound, economically feasible, and functionally beautiful.”

Optional features and extra-cost color options shown. Multiple model years shown.

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BUILT *Ford* PROUD

This McLaren MP4/4, shown at the 2023 Pebble Beach Concours by Mouse Motors, was driven by both Ayrton Senna and Alain Prost and recorded three wins in the 1988 season.



FORMULA 1: 75TH ANNIVERSARY

The cars that compete in Formula 1 are said to be the “fastest and most advanced race cars on the planet.” As such, they often embody innovations that are soon replicated throughout the car world.

The Concours hopes to trace the history of Formula 1 from its origins to the present day.

Although it was preceded by decades of Grand Prix racing, Formula 1 dates its start to May 13, 1950, when the first official Formula 1 championship series race took place at the Silverstone Circuit. At that point, auto racing’s longstanding governing body, the Fédération Internationale de l’Automobile (FIA), had been in place for nearly five decades, but it determined to set forth “one formula” to govern the construction of all cars that hoped to participate in what was to be the premier racing series for single-seater cars. It was Giuseppe “Nino” Farina, driving for Alfa Romeo, who won that first race, and he ultimately won the first F1 Drivers’ Championship. The current F1 champion is Max Verstappen, driving a Red Bull Racing Honda RBPT.



The 1977 Ferrari 312 T2 F1 Race Car anchors a stellar 2017 lineup of major race winners.

MORETTI CENTENNIAL



Renaat Declerck’s 1955 Moretti 1200S Michelotti crosses Bixby Bridge during the 2017 Pebble Beach Tour d’Elegance.

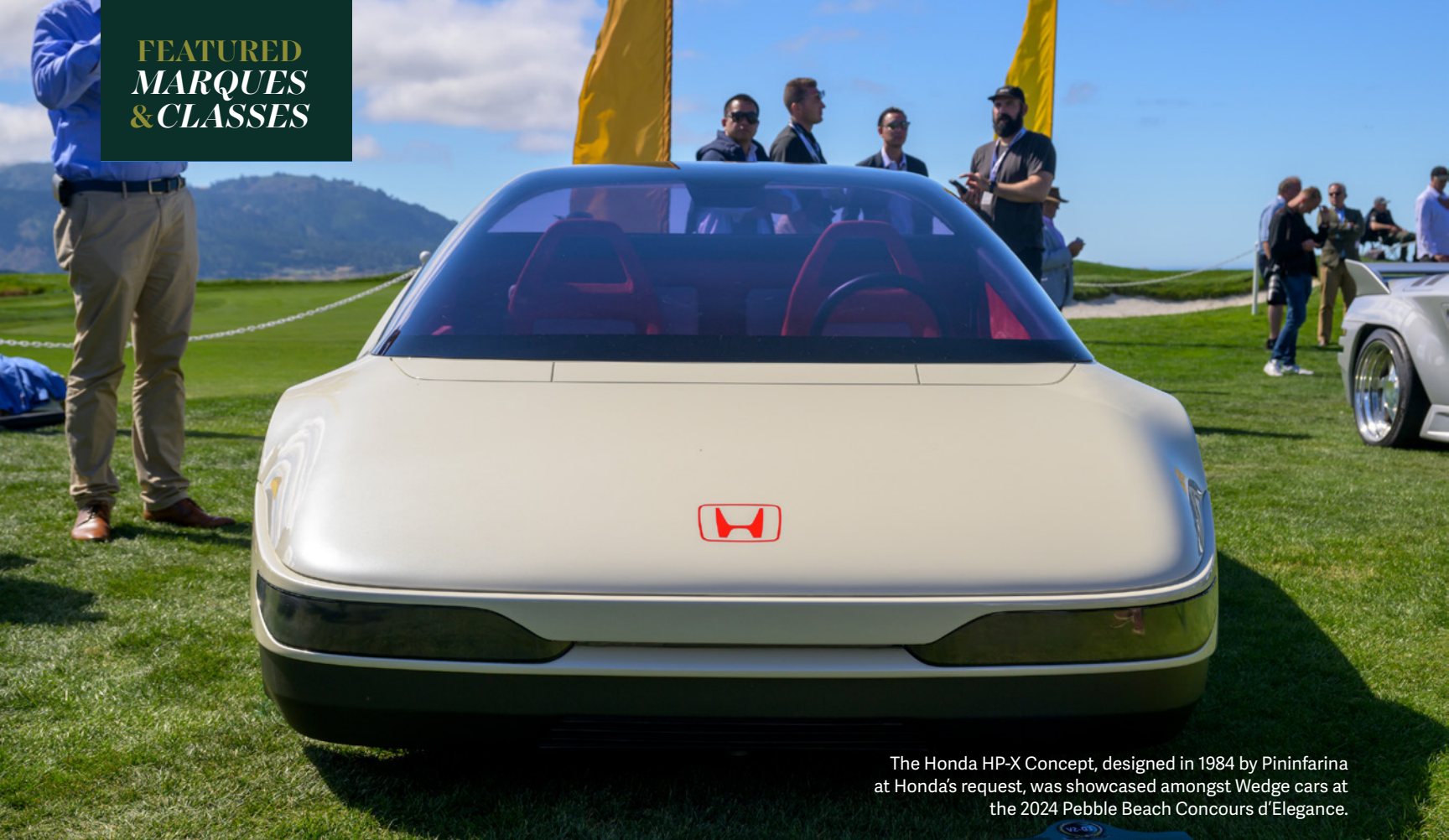
“Good things come in small packages,” they say—and that is certainly true of Moretti. This Italian jewel packs a lot of technical engineering into a diminutive but very sporting car.

Founded in 1925 and initially focused on building motorcycles and microcars, and then commercial trucks, Moretti pivoted to more conventional cars after World War II. Unlike other “etceterinis”—a term often used to encompass the many small displacement Italian cars created by individuals or more minor firms apart from Ferrari, Alfa Romeo and Lancia, and often consisting of an assemblage of parts—Moretti initially built its own engines, transmissions, and related items, so there was a real completeness to its finished cars.

It would later partner with Fiat, using their chassis and mechanicals to produce a series of special sporting models and custom cars up until 1989.



The 1968 Moretti Sportiva Coupe of Steven R. Faig captured Second in Class at the 1995 Pebble Beach Concours.



The Honda HP-X Concept, designed in 1984 by Pininfarina at Honda's request, was showcased amongst Wedge cars at the 2024 Pebble Beach Concours d'Elegance.

JAPANESE PROTOTYPES & CONCEPTS

A Curated Class

In the 1970s and 1980s, Japanese automakers produced some fantastic, futuristic, and innovative concept cars, many of which have not been seen outside of Japan—until now. Virtually none of them are in private hands. The Concours is asking the major Japanese carmakers to open their vaults and bring these rare cars to Pebble Beach.

In the early 1970s, with repeated interruptions in the oil supply chain triggering rising oil prices, the Western world soon recognized the benefits to be found in driving smaller cars. Americans, in particular, previously had a penchant for large domestic models, but suddenly smaller imports from overseas, particularly Japan, were in great demand. The Japanese, in turn, sought to lead the world in more than the number of cars sold; they sought to make the



Ken Okuyama's 2017 Kode0 Concept was the youngest car in competition at the 2024 Pebble Beach Concours.

best cars on the market, across all segments, including the luxury market. So began a period of increased Japanese experimentation in both styling and technology that continues to this day. These efforts to reconceive all that had come before took place both in house and in concert with others, particularly leading coachbuilders. Whether known or not, the resulting concepts and prototypes have had a striking impact on the automotive world.

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ELEGANCE *REDEFINED*

A Historic *Bugatti Type 59 Sports*

Expands the Definition of Elegance



This 1934 Type 59, shown by Fritz Burkard and The Pearl Collection, was the first preservation car to be named Best of Show at the Pebble Beach Concours d'Elegance.

BY KATE CONSTANTIN

“
*Preservation means decades
of caring for a car without
altering its true identity.*

—FRITZ BURKARD

”

If ever a car lived a storied and multifaceted life, it is the 1934 Bugatti Type 59 Sports that was named Best of Show at the Pebble Beach Concours d’Elegance this year. Built as a Grand Prix race car and soon after reengineered as a sports racing car, it enjoyed a long and successful racing career, then was sold to King Leopold III of Belgium. After passing through the hands of several other owners, Swiss collector Fritz Burkard drove it onto the awards ramp at Pebble Beach, where it received the ultimate award for a collector car.

As such, this 90-year-old preservation Bugatti is the epitome of an evolved and extended definition of elegance.

When Best of Show was announced, Burkard drove the car onto the ramp, threw his hat on the hood, jumped out and promptly kissed the car and the trophy. His euphoria was contagious. “This is like an Olympic gold medal!” Fritz said later, “I am so happy for the car. This is the greatest show on Earth, and a preserved Bugatti won!”

The 2024 Best of Show award marked a significant step forward for the Pebble Beach Concours and for the collector car community as a whole. This was the first time a preservation car had won the ultimate award. While some pondered the Bugatti’s chipped paint, wrinkled leather, and worn dash with bafflement, most celebrated the decision to recognize a car not for a perfect recent restoration, but for the ongoing preservation of its history.

“Preservation means decades of caring for a car without altering its true identity,” says Fritz. “In the case of this Bugatti, it means 90 years of maintenance

Burkard’s elation was evident amidst the fireworks and confetti that signalled the win of his Type 59.





King Leopold III of Belgium (right) poses with his Bugatti Type 59.



The Type 59 poses for the cameras as the sun begins to set on the 73rd Pebble Beach Concours.



without succumbing to the temptation of making it ‘better.’ When it won Best of Show, I called the previous owner and said, “Thank you for not touching the car.””

While this is the first preservation car to be named Best of Show, the Pebble Beach Concours has been advocating for the preservation of collector cars for over 40 years. As early as the 1970s, Jack Passey, a longtime judge, stressed the importance of caring for historic cars by preserving rather than restoring them. In the 1990s, the Concours began to showcase preservation cars, often pairing them with a restored car of similar marque and model. In 1999, the first trophy for the Best Preserved Car was awarded to a 1933

Marmon V16 LeBaron Victoria owned by Jay M. Eital. Two years later the Concours hosted its first-ever Preservation Class, which was won by a 1919 Locomobile 48 Sportif, a notable achievement for an 82-year-old car—and one that belonged, rather appropriately, to Jack Passey.

“It is truly great that a preservation car has won the Best of Show award this year,” says Julius Kruta, one of the world’s foremost experts on Bugatti and a member of the Concours Selection Committee. “This is not only one of the best preserved Bugattis in the world. It is actually one of the best prewar cars in the world!”

The Type 59 was the brainchild of Ettore Bugatti, the enigmatic founder of Bugatti, and his son Jean. Ettore had built a reputation for superbly engineered automobiles; in 1929 Bugatti won the Monaco Grand Prix, with “W Williams” (William Grover-Williams) at the wheel of a Type 35B—and the marque also took second, fourth, fifth, sixth, and seventh places in that race. By 1933, Ettore had perfected the craft of combining ultimate performance with sophisticated driving features, and all were encompassed within the Type 59. Four Type 59s were built in 1933 and campaigned for the 1934 Grand Prix season,

“
This is not only one of the best preserved Bugattis in the world. It is actually one of the best prewar cars in the world!
”

— JULIUS KRUTA



At the hands of racing great Jean-Pierre Wimille (shown here entering the car), the Type 59 recorded its final win, at the Grand Prix de la Marne in Reims, France, in 1937.



“
This car has remained intact, unmodified, and well maintained by every owner since 1934, and its unbelievable racing pedigree makes it tick all the boxes.
”

— JULIUS KRUTA

according to Kruta. These cars were sleek with a low silhouette encasing a mighty inline eight-cylinder engine with supercharger. The newly developed shock absorbers, combined with piano-wire-spoked wheels, offered extreme handling with an unusual level of comfort for a race car. In 1934 another four Type 59 cars were built for the 1935 and 1936 racing seasons. The Bugatti Type 59 Sports that took the top award at Pebble Beach was the first of the cars built in 1934 and was dubbed “Number 5” for its engine number.

Number 5, sporting a 3.3-liter engine with a supercharger and wearing French Racing Blue, was first raced by René Dreyfus, finishing third at the Monaco Grand Prix in April 1934. Three months later Robert Benoist drove it to fourth place at the Grand Prix in Montlhéry and at Spa-Francorchamps, and then Jean-Pierre Wimille closed the season with it, coming in sixth at the Spanish Grand Prix. Bugatti continued in Grand Prix racing until 1938 with derivatives of the Type 59 but sold four of the original Type 59 cars to gentleman racers in England at the beginning of the 1935 season. Fortunately, Number 5 was kept by the Molsheim team.

During 1936 and 1937 all Grand Prix races in France were run to sports car regulations, so Bugatti transformed

Number 5 into a sports car. The supercharger was removed, and it was fitted with a new oil tank with two-pump lubrication as well as a four-speed dry sump fully synchronized transmission with central shifting. The body was modified to add cycle wings, a small windshield, headlights, and side doors, and was then dressed in fresh blue paint. The newly equipped sports racer snatched victories from the Delahayes and Talbots at Pau in France, followed by a win at the Algerian Grand Prix. In July 1937, the three-year-old Type 59 Sports, known affectionately as “La Grande Mère” by the Molsheim mechanics, ran its final race at the Grand Prix de la Marne in Reims, France. In the talented hands of Jean-Pierre Wimille, the Bugatti won the race, crossing the line a full three minutes ahead of the second-place finisher.

At the end of that race season, the thinly veiled racer was sold to a close friend of Ettore and longtime Bugatti patron, King Leopold III of Belgium, and was redressed in the Belgium livery of black with a yellow stripe. “Bugatti did a fast, cheap job on it; they didn’t even sand down the old paint, they just painted over it,” explains Fritz. “Today you can see the different colors of paint showing through, history revealed layer by layer.” World War II forced King Leopold into exile, but he maintained the Bugatti in his care until 1964, when it was sold to a marque enthusiast.

Fritz Burkard acquired the car in 2020 and is its fifth owner after King Leopold.

Julius Kruta notes that most cars built before World War II didn’t make it into the postwar era and those that did were often brutally abused. After six years of hardship during the war, with soaring gas prices and the introduction of excessive luxury taxes, the majority of prewar cars were with their third or fourth owner and typically unmaintained. In most cases their scrap metal value was greater than their utility value. “The fact that this Bugatti Type 59 wasn’t even useful as a means of transport makes its survival even more impressive,” says Kruta. “Most race cars were modified or crashed. This car has remained intact, unmodified, and well maintained by every owner since 1934, and its unbelievable racing pedigree makes it tick all the boxes.”

Fritz Burkard understands the value of a truly preserved car better than most. That’s not to say that Fritz’s extensive and eclectic “Pearl Collection” of around 80 automobiles in Zug, Switzerland, does not comprise some stunning restored classics—it does. Take, for example, his 1937 Talbot Lago Teardrop Coupé by Figoni & Falaschi, which Fritz brought to the Concours in 2022, following a superb restoration: “It is a beautiful car, actually the first car I ever



Top left: The Type 59 crosses Bixby Bridge while participating in, and completing, the Pebble Beach Tour d’Elegance.

Above: On its first trip across the Concours Awards Ramp, the Type 59 garners a First in Class trophy and ribbon, making it eligible for the Best of Show competition.

fell in love with as a kid of 14, but its elegance is different from that of a preserved Bugatti Type 59,” he says.

Burkard began his lifelong appreciation of automobiles at the age 10, when he watched Formula 1 with his older brother, closely following the careers of Niki Lauda, James Hunt, and Clay Regazzoni. At 19 he bought his first collector car, a 1967 Chevy Camaro, for 4000 Swiss Francs, painted it black, and went gadabouting at university with friends. His next acquisition was a 1966 Thunderbird, which he used to tour the States, attending car shows and meets with a Rand McNally roadbook and eating junk food. “It was a kind of paradise, and I thank God that I was able to fulfill my dreams,” says Fritz.

The sale of the family business enabled Fritz to dream higher, and he soon set his sights on a Ferrari. Fritz’s father was not a member of the “Tifosi” and loved to tease his young son, issuing the caveat, “If you buy a Ferrari, you will never inherit anything.” “I bought him the biography of Enzo Ferrari for Christmas,” says Fritz, “to prove that Enzo was a worthy entrepreneur.” Then, in 2019, after his father had passed, Fritz spied a Ferrari 275 GTS, black on tan, once owned by Jenson Button. “Wow!” exclaims Fritz, “I was smitten.” He bought the car, took it on a rally that started in Venice, and was steaming through the Italian Alps passing his fellow drivers when he broke down. “Actually, that car broke down six times in four days,” he grins. “I could hear Dad’s voice, laughing, saying, ‘Look Fritz, I can’t take the money away, but I can still give you a hard time!’”

Following his foray into modern classics, Fritz found his true passion—prewar cars. “Prewar is the Holy Grail,” he says. “For me, those exceptional designs, the flowing lines and crazy bodies by the craftsman coachbuilders, and all that history—that’s the top of the top. And Bugatti is the best of them all.”

When Fritz talks about Bugatti, he gets misty-eyed. He has several Bugattis in his collection, including a 1929 Type 35B Grand Prix and a 1937 Type 57SC Atalante, both of which he has brought to Pebble Beach. “The Atalante was designed by Ettore’s son, Jean Bugatti, and I think it is the most beautiful body ever made,” he says. “Jean Bugatti died test driving one of his cars at 200 km/h, when a bike pulled out in front of him and he hit a tree. I think his death was the greatest loss in automotive history.”

Fritz doesn’t just know the history of the marque; he can wax lyrical about every member of the Bugatti family, their lives, loves, and losses, and their incredible ingenuity.



“Ettore Bugatti was a genius,” says Fritz. “He built bicycles, boats, and planes and had many patents. One day his pasta machine broke down, and being Italian he had to have fresh pasta every day. So, he went down to his workshop and built a new pasta machine from car parts! I own that machine.” Fritz had a copy of the pasta machine made and gave it to the Bugatti company, but he kept the original to add to his collection of more than 2,000 Bugatti artifacts, including Jean Bugatti’s suitcase, Ettore Bugatti’s top hat and his first-ever creation, a racing tricycle—the T1—that he built in 1899 when he was 17 years old and raced at 90 km/h, winning 10 races. “These things have an aura,” says Fritz. “They speak to me. They make the hair on the back of my neck stand on end when I touch such history. They have an elegance of their own.”

Fritz’s perception of elegance includes a cornucopia of qualities and is deep rooted in his early appreciation for automobiles: “Elegance for me is the swooping lines of the

Opposite page, top: The Burkard family poses with the Type 59 on the Concoors competition field. Bottom: Burkard and the Type 59 eagerly await the final announcement with other Best of Show nominees.



Before accepting the Best of Show trophy and ribbon, Burkard gives his Type 59 a kiss of gratitude.

Our definition of elegance does not limit its interpretation to simply the design of the coachwork of a vehicle.

— CHRIS BOCK, PEBBLE BEACH CONCOURS CHIEF JUDGE

’30s. Close your eyes and run your fingers along that curve or that crease. It is heavenly. But elegance can be so much more: history, innovation, sound, and aura.”

This evolving sense of elegance is underlined by Chris Bock, Chief Judge at the Concoors who now instructs his judges to look beyond the traditional sense of elegance. “Our definition of elegance does not limit its interpretation to simply the design of the coachwork of a vehicle,” says Bock, “but also includes mechanical elegance, presence, and visual impact as well as its impact on automotive history. A car may be a pioneer, a conveyance of luxury, a competition racer, or a design study. It doesn’t matter.

They all have their own version of elegance and presence, and we honor them all.”

Fritz is the first to recognize this fact. “I am supremely grateful to King Leopold and all who have owned the car since for keeping it in its original condition,” he says. “I am infinitely drawn to the history of these cars, but let’s not forget, they are meant to be driven, and I will continue to drive the Bugatti—carefully—for the rest of my days.” The car was raced at Laguna Seca in 1993 and at Goodwood in 2007, and Fritz is determined to keep it on road—and track. “This Bugatti wears every moment of its past on its creased, patinated skin. Every wrinkle, crack, and



Surrounded by Pebble Beach Company CEO David Stivers and Concours Chairman Sandra Button, Burkard hoists the Best of Show trophy high.

imperfection refers to a specific moment in its history. It is a time capsule—and it is my job as a custodian to preserve and protect that.”

Preservation isn’t passive; it takes dedicated care and maintenance. In addition to stabilizing the paint to avoid further erosion and changing fluids, gaskets, seals, and hoses on the 90-year-old drivetrain, Fritz is having a replacement engine built. “I will use the replacement for driving and the original for exhibition,” he says. “These cars were built as race cars—they need to race. But if I blow the original engine, I will have destroyed a cultural artifact!”

Fritz is adamant about differentiating between actively preserving a car and fortunate neglect: “People think that a barn find is preservation. It really isn’t—a barn find is neglect. Preservation is about caring for the car, nurturing and maintaining it without changing it. Driving it is part of that regimen.”

Indeed, driving is one of Fritz’s favorite pastimes. He recently ran another Bugatti in his collection, the Type 51, at the Monthéry circuit, wearing the original gloves, hat, and goggles of Louis Chiron, the famous Monégasque driver who drove the Bugatti in 1931 and whose name graces the contemporary Bugatti Chiron. “I was flying around at 217 km/h, and I couldn’t see a thing through those old goggles. But I didn’t care. It was sheer joy!” he

grins. The week leading up to the Concours, Fritz took the Type 59 out every day for at least a couple of hours’ drive, usually early in the morning. “Part of the magic of Pebble Beach is 17-Mile Drive,” he says. “One morning I was driving along Highway One. I could feel the sea mist rolling over me and smell the ocean, and then a rainbow appeared. It was very special. Then you go into town, have a coffee, and people gather round the car and ask questions. I always let the kids sit in the car and take photos. It’s all part of sharing the joy and ensuring the longevity of these fantastic cars.”

When you ask Fritz what’s next, he says he has no plan. He buys the cars that speak to him, whether a Peel Trident “bubble car” or a Bugatti Type 59. “I love the quirky, the illogical, the ridiculous, as well as the elegant,” he says, “If that’s not good taste, then I guess I don’t have good taste!” He drives his cars every day and is busy building his “man-cave on steroids” where he keeps his “pearls” alongside a bowling alley, bar, bistro, and drive simulator. But most important of all, he shares his passion for automobiles and history with his six daughters. “The future lies with young people. We need to get them involved, show them these cars, let them sit in them and drive them. You can’t dream of owning a prewar Bugatti if you have never seen a prewar Bugatti. Preservation is not about the past. It is about the future.”



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Victoria Bruno disassembles the engine on a Ferrari 365 GTB4 Daytona.

VICTORIA BRUNO

BY GABRIELLE GARZA

A DAY IN THE LIFE OF A YOUNG FERRARI MECHANIC

Victoria spends another day working on Ferrari engines at Patrick Ottis Co.

Opposite page: Bruno installs the cam covers during a Ferrari Testarossa belt service.



Today, if you pull up to Patrick Ottis Co. in Berkeley, California, you will likely be met by Ferrari mechanic Victoria Bruno, often accompanied by her wide-eyed dachshund cleverly named . . . Canoe.

It is a warm autumn day and Victoria is checking the fluids of a Ferrari F430 when she notices a visitor and politely switches off the ignition. While the final rumble of its V8 echoes through the garage, she reaches for a rag tucked in her overalls before extending a hand: “Hi, I’m Victoria!”

It is not yet 9 a.m., but her hands show evidence of the work she has already accomplished. A typical day at Patrick Ottis Co., although often long, is a Ferrari lover’s dream—and Victoria certainly fits the bill of a Ferrari lover. “Why Ferraris?” The question gives her little pause: “Well . . . what else? Ferraris are the trifecta of passion, poise, and engineering.” Then her gaze sweeps around the shop, and she rapidly rattles off each car’s make and model followed by why they are in the shop and what makes them unique—whether it be a mechanical nuance or, in a legendary shop like this, their historic significance.

“If you are interested in vintage Ferraris or are lucky enough to own one, you know who Patrick Ottis is,” notes Bruno, a member of the shop’s small but mighty team of

five. Before opening his own shop, which has now been a bastion of Ferrari restoration for over four decades, Patrick trained under Stirling Moss’s personal mechanic, Alf Francis, from 1972 to ’78, then worked alongside the incredible Stephen Griswold until 1982. At just 30, Victoria’s sights are set on furthering this remarkable legacy; she aims to become “the go-to Ferrari mechanic in the U.S.” Under Patrick’s mentorship, she has positioned herself to do exactly that.

With nearly two years under her belt at the company, Victoria moves about the shop with practiced ease. She arranges her tools on a cart before rolling an oil pan and coolant catcher toward her next project, parked under a car lift. “Today I’ll begin what will be a belt service on this ’91 Testarossa,” she explains, as she positions the lift arms

securely beneath the car’s frame and then pauses, patiently waiting for each clink of the lift’s steady ascent. “I’ll start by flushing the fluids, so I can detach the connections and pull the motor.”

For Victoria, sharing the rhythm of a day in the shop comes naturally—even if her “visitors” are typically virtual. Under the username “@MotoriBruno,” she has garnered a following across multiple social media platforms, captivating a wide audience of young car enthusiasts eager to see the inner workings of a Ferrari restoration shop. In a break from general tradition, Victoria offers more than just a glimpse into the shop; she opens the door to engage a new generation with her passion for collector cars.

She also recently collaborated with Scholastic on a graphic magazine piece featuring her experience as a Ferrari



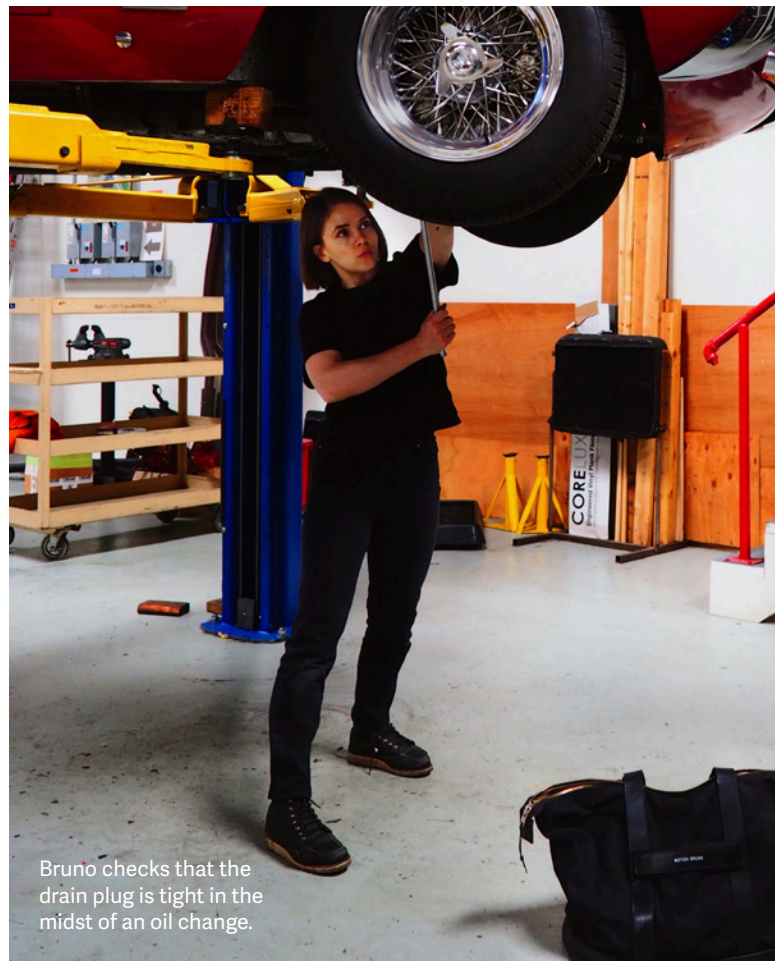
“Follow your passion. It doesn’t matter what anyone else says; you have the capacity to do it, and it’s never too late.” —Victoria Bruno

mechanic, and she is now authoring a children’s book of her own.

Her motivation to document and share her work stems from the barriers she overcame to pursue her passion. Growing up amid Los Angeles’s vibrant car culture, she was captivated by cars from an early age. Yet her interest was often met with “gentle discouragement,” so she relegated her passion to a hobby, opting instead for work in hospitality. It wasn’t until 2020, in the midst of the pandemic, that she asked herself a life-changing question: “Whether or not you have the skill set to do so, and whether you get paid or not, what do you genuinely want to be doing with your time?” Her answer? Restoring collector cars. From that moment, she began to pursue her passion in earnest. The success she has since achieved is the driving force behind her online platform.

Below: Victoria hard at work on a Ferrari 275 GTB transaxle assembly.

Bottom: Victoria meets an entrant while shadow judging at the 2024 Pebble Beach Concours.



Bruno checks that the drain plug is tight in the midst of an oil change.



Victoria removes a tire from the Testarossa and allows it to gently bounce to the ground before confidently stating, “I want to show people that they don’t have to pursue a traditional career path. Follow your passion. It doesn’t matter what anyone else says; you have the capacity to do it, and it’s never too late.” To further this mission, she hopes to establish the Motori Bruno Foundation to provide support and opportunities to those pursuing unconventional career paths, just as organizations like the Pebble Beach Company Foundation, the Piston Foundation, and the Jessi Combs Foundation have supported her.

Victoria first appeared in a Pebble Beach Concours publication in 2022, when she was awarded the Jules “J.”

& Sally Heumann Scholarship supporting students in the Automotive Restoration Program at McPherson College. “Victoria hopes for a career rebuilding Ferrari engines,” read her introduction in our Concours program. She wasn’t hesitant in alluding to her future goals because she was already moving quickly toward them: she carried a double courseload, maintained a 4.0 GPA, and took on internships at top restoration shops, including Motion Products in Appleton, Wisconsin. Her dedication was undeniable. “It was essential for me to demonstrate, both to myself and others, that I was fully committed and determined to turn my dreams into my reality,” she notes.

The upward trajectory continued when she was selected to work with other McPherson students restoring a 1953 Mercedes-Benz 300S Cabriolet—a car they hoped to enter in the 2023 Pebble Beach Concours d’Elegance.

Being a Concours scholarship recipient gave Victoria the opportunity to attend her first-ever Concours, the 2022 Pebble Beach Concours, and shadow the Ferrari class judges.



Victoria investigates a 1951 Maserati A6G 2000 along with Maserati Road Car class judges.

“What my first concours really did was ignite my passion for judging.... A well-versed judge will be able to recognize and ultimately honor the best cars on the field!” —Victoria Bruno

“Bliss, just bliss,” she says, of being on the 18th fairway. “It was sensory overload, it completely blew my mind.” But what Victoria found to be the most significant aspect of the experience was an unexpected one: “What my first concours really did was ignite my passion for judging. The judges welcomed me warmly and included me every step of the way—and helped me see the importance of studying individual cars diligently. A well-versed judge will be able to recognize and ultimately honor the best cars on the field. I didn’t understand the significance of judging until talking with those judges.”

Perhaps the most pivotal conversation was with none other than Patrick Ottis, who would soon become her mentor. Knowing she’d be just hours away from his shop in Berkeley, Victoria took the initiative to request a visit. Patrick welcomed her graciously, giving her a tour of the shop and answering her questions until he had a question of his own. Gesturing to an unfinished project, he asked, “Hey, do you want to assemble those 225S cylinder heads?” Her confident answer to yet another life-changing question was, simply, “Yes!”

Under the watchful eye of Patrick’s son, Tazio—a highly skilled mechanic in his own right—Victoria successfully assembled the priceless 225S heads. Patrick’s next question: “What are you doing after you graduate?”

Victoria left California that summer invigorated to continue her studies as well as her work on the 300S—though now, the pressure was greater. Her visit to the Pebble Beach Concours had exposed her to “the pinnacle of automotive restoration,” and she knew that “competing on the car world’s biggest stage” would demand “an unfamiliar level of craftsmanship—perfection was our only option.” But she was fueled by the recognition she received at Patrick’s shop and felt that her dream of restoring Ferraris was within reach.

A year later, the McPherson Mercedes was not only invited onto the Pebble Beach Concours competition field; it placed Second in Class—and Victoria was a passenger as the car crossed the famed awards ramp. That win was “not just a pat on the back; it was a hug,” she says, grinning.



Victoria and other McPherson classmates proudly pile into the Mercedes 300S they so diligently restored and cross the ramp to accept Second in Class.

After graduating from McPherson at the top of her class, she accepted a full-time position at Patrick Ottis Co., where she has since had the ability to dedicate herself fully to the marque that first captured her heart—Ferrari. Her enthusiasm for judging has also grown, as she has taken on judging roles at a variety of Concours events, including Cavallino and Audrain. “Patrick always says that it’s a way to give back to the community,” she explains. “Working on these cars has made me a better judge, and judging cars has made me a better restorer.”

Throughout the restoration process, Victoria keeps every detail in mind, always remembering that these are hand-built bespoke automobiles. “You want to get everything as a whole perfectly imperfect,” she shares, while removing the drain plug from the engine sump and watching a tar-black stream of oil drain out. “It is very easy to over-restore a car. The goal is authenticity, ensuring the car looks as it did when it left the factory or in its represented livery. Over-buffing components might make the car look flashy and clean, but that is often not how it was back in the day. When you look at a car as a whole, it should elicit the same response that it did in its prime.”

A self-proclaimed “gearhead” who defines her work as simply that of “a mechanic,” Victoria finds beauty in mechanical movement: “Engines are an array of precision-made components, with tight tolerances and timing that rely on one another to function as a whole. And that, to me, is elegance.

“I think a lot of people wouldn’t have deemed the 1934 Bugatti that won this year as elegant, but I was obsessed

with that car from the second I saw it at the start of the tour. It has a patina that challenges more traditional definitions of elegance. That patina tells a story of both incredible use and profound restraint in opting for preservation over restoration. It ignites feelings that make you think and ask questions—and that’s what elegance should do; it shouldn’t simply satisfy some stereotype.”

For the team at Patrick Ottis Co., each day’s work centers around ensuring that the cars that leave the shop, whether preserved or restored, perform to perfection. The overarching hope among these elite mechanics is not just that the cars can drive but that they are driven! “One thing I want to prove to the world,” shares Ottis himself, “is that you can drive the wheels off a car at Laguna, take it to Pebble the next day and win your class. It’s okay to drive your car.”

The familiar metallic clink of a car lift lowering another Ferrari eventually signals the end of a productive day. As the last one in the garage that evening, Victoria shuts off the lights and locks up before heading home to her own project—a manual transmission swap on her recently acquired M3, further proof that her dedication to the craft extends well beyond the shop walls.

Victoria Bruno’s journey is just beginning, yet she is already paving the way for the next generation. She’s determined to show that, in an industry rooted in legacy, new voices are not only welcomed but essential.



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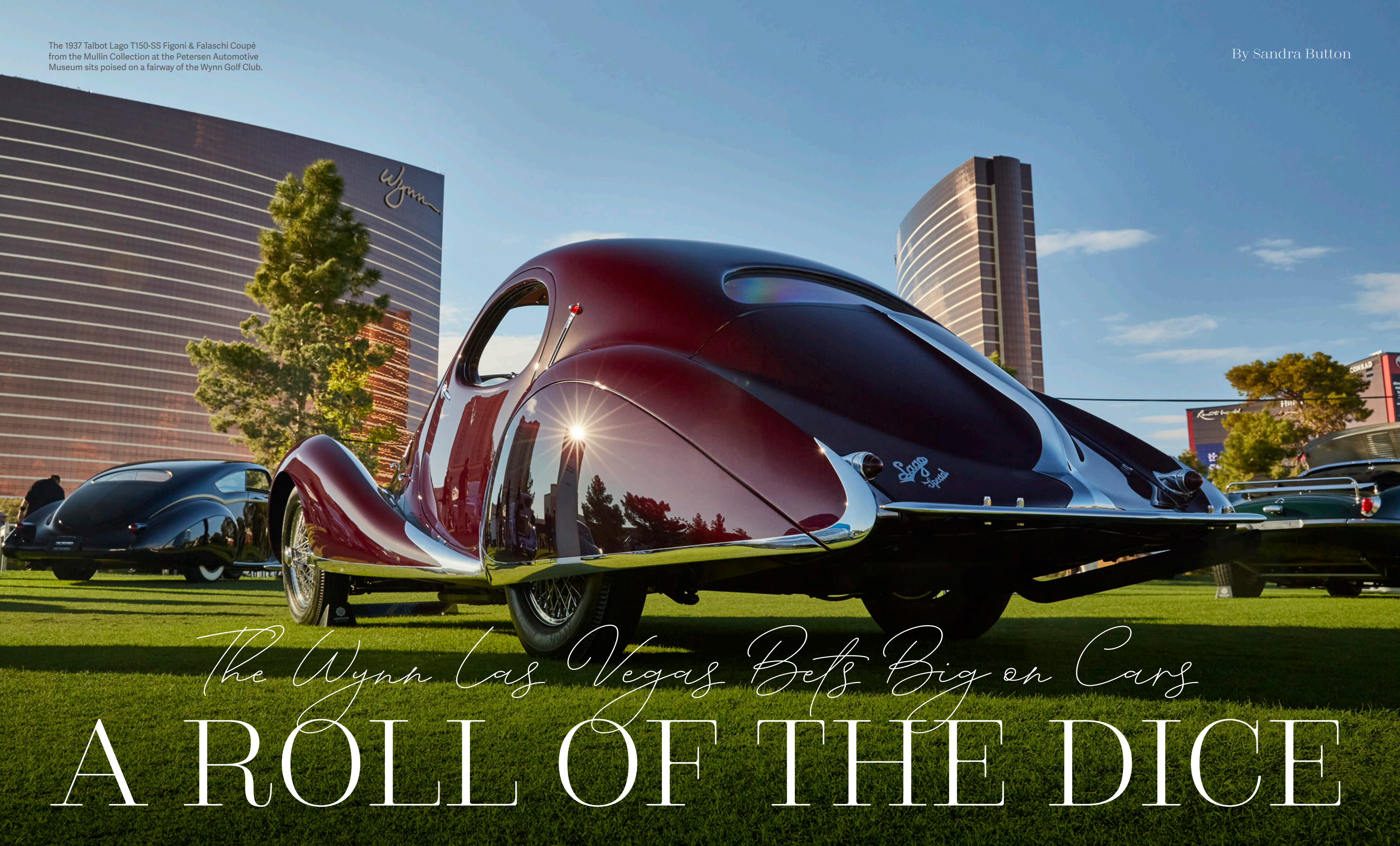


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The 1937 Talbot Lago T150-SS Figoni & Falaschi Coupé from the Mullin Collection at the Petersen Automotive Museum sits poised on a fairway of the Wynn Golf Club.

By Sandra Button



The Wynn Las Vegas Bets Big on Cars
A ROLL OF THE DICE



The 1931 Duesenberg Model J owned by The General William Lyon Family parades along the Las Vegas Strip at the conclusion of the concours weekend.



Martin and Sandra Button pause at the entrance to the Concours at Wynn Las Vegas.

I am often asked how many concours and car events I attend each year—and why? People wonder why, in particular, I would participate in or somehow help a “competitor.”

I usually respond with “more than a dozen” and note that “while concours might compete to some degree, more events are better for the cars, the car world—and for us.”

Almost every weekend at a variety of sites around the globe, car events draw people together—whether for a low-key and local “Cars and Coffee”—type of gathering, or a more formal competition, with prizes. Cars, and our passion for them, are much better when shared! That’s how our passion spreads. Different events draw people into the hobby at a variety of locations and levels—and eventually some of these people make their way to us.

On a personal level, at other events, I have a chance to spend quality time with Pebble participants, catching up on their lives

while also talking cars. Entrants tell me about cars they are chasing or preparing to bring our way. Restorers talk about the obstacles to be surmounted or the small but satisfying successes involved in current and future projects. Designers share their excitement over new advancements. And judges detail their latest interests and research.

Through all of these conversations and connections I am continually reminded of why our tribe loves cars and car culture so deeply.

There is also much to see and consider at these events—things I wish we could do, or do better. The car world is ever-changing, and we need to change with it, keeping pace with the enthusiasts who guide us.

—Sandra

There I was—sitting in the VIP area, under a white parasol, with a glass of Daou’s “Soul of a Lion” Cabernet Sauvignon in hand and a plate of wagyu steak before me while I chatted with high rollers who were new to me and new to the car world. I had no official duties—certainly not the typical concours experience for me! But when Martin and I were invited to attend the Concours at Wynn Las Vegas, we were told to simply “come, relax, and enjoy.” And so we did!

In the infinite universe of the automobile, there is room for a wide array of events and experiences, and they can interact and uplift each other in many ways. So we were eager to see what the Wynn was doing.

This November, the Las Vegas Concours celebrated its third year at this five-star resort on the Las Vegas Strip. From its start the Wynn has focused on pairing gaming

with hospitality. So when I sat down with Brian Gullbrants, COO of Wynn Resorts, North America, just before the award ceremony, I asked him why the resort decided to host a concours.

“Six years ago, our corporate team and CEO, Craig Billings, decided we should lean in on cultural events,” explained Gullbrants, who has attended the Pebble Beach Concours several times. “We do gaming, food, and beverage very well, but we wanted to provide more experiential and unique events at the Wynn. A concours seemed like a natural fit.”

They were hoping to draw gamers to the Wynn through a Concours. I was hoping to learn if those gamers might become true car enthusiasts.

Since its inauguration in 2022, the Concours at Wynn has rapidly evolved from a startup pleading for cars to an

A McLaren Sabre is at the fore of the exhibition of supercars and hypercars.



established event determining how best to curate what it showcases. It began with a field of 230 cars, increased to 280 cars in 2023, and was pared back to 275 this year.

In its third year, the event also shifted from peer judging to the use of a panel of qualified judges, including Nigel Matthews, Chris Kramer, and Ed Welburn—all longstanding judges at Pebble Beach. “We are not trying to compete with other events, and certainly not with Pebble Beach, which is the pinnacle of all concours,” said Gullbrants. “We want to create a uniquely different event. So we have developed a new concept of Five Pillars—Concours d’Elegance, Speed, Culture, Innovation, and Ultra-Luxury & Coachbuilt Cars.”

The concours weekend, which took place in November shortly before the Las Vegas Grand Prix, kicked off on Friday evening with an invite-only gathering for exhibitors and sponsors, which was followed by the “Sunset GT” reception, an assembly of Hyper- and Supercars, all of which, at 8 pm precisely, simultaneously pressed start, creating a cacophony of screaming engines. The adrenalin was supercharged—and the floor literally shook!

Saturday—the day of show—dawned cloudy, but soon cleared to a beautiful sunny day with an ambient temperature of 75 degrees.

After navigating the hotel’s vast gaming floor, where hundreds of high rollers and sports fans played roulette, blackjack, or a multitude of neon-lit gaming machines amidst a soundscape of bells and banter, we left the glitz of the casino for the serene quiet of the golf course, where the concours took place. There, the strip receded to backdrop. We might have been on any golf course, but for the ever-changing face of the Las Vegas Sphere.

Three fairways made up the show field, hosting a wide array of cars—from historic classics to supercars and hypercars, as well as racecars, Resto Mods and Hot Rods. It was like simultaneously experiencing the parallel universes of a Cars & Coffee gathering, a Concours d’Elegance, and OEM Alley. A young enthusiast might go to the Wynn to see the latest offerings from manufacturers, move on to view a collector car tied to a famous movie star like Steve McQueen, and then wander into the Concours d’Elegance and be surprised by David MacNeil’s 1963 Ferrari 250 GTO or the stunning 1937 Talbot-Lago T-150S Teardrop from the Mullin Collection at the Petersen Museum.

Interspersed between car classes and exhibitions were refreshment stations offering a wide variety of signature fare along with top-shelf beverages. Lawn chairs and matching blankets and even sun parasols were available



Top left: The Las Vegas Sphere keeps a watchful eye over a 1956 Chevrolet Bel Air in the American Postwar grouping.

Top right: A 300 SL coupe Gullwing owned by the Dunn family crosses the awards ramp.

Above: Merle Mullin and Sandra catch up while standing beside the Mullin’s Talbot-Lago.

Left: Although capable of a speed of 110 mph, the 1938 Hispano-Suiza H6C Dubonnet Coupé Xenia from the Mullin Collection at the Petersen Automotive Museum rests quietly for the time being.



Justin Bell interviews Magnus Walker about his groundbreaking work with Porsche. On screen in the background is Walker's 1971 Porsche T car #277, a street/track racer that he has driven to more than 300 events.

for respite or relaxation. And if desired, the concours also provided entrants with free car detailing and a valet service of sorts to move cars into place on the fairway.

I had a delightful time walking the show field with Merle Mullin, reminiscing about her late husband Peter and their Best of Show win at Pebble Beach. I was impressed, as I always am, watching Nigel Matthews wrangle judging results. And later, over cocktails at the winner's reception, I was able to speak with David MacNeil, learn of the cars he hopes to bring to Pebble Beach, and thank him for his ongoing support of our event.

As a massive onstage clock counted down to the awards presentation, Martin and I joined a couple from Ohio at their table up front and center. Amidst brief introductions, we learned that our new friends were in town for a weekend of gaming as special invitees of the Wynn. They had no former interest in cars and found themselves at the concours almost by happenstance. "We came in for a fun weekend of gambling, but this is really a special event," beamed the lady, "and I think we will make a point of coming every year." When we later mentioned this to Gullbrants, he smiled and said, "Yes, we are aware there is a synergy between the two different worlds. We are hoping that they will tell their high rolling friends, so what happens in Vegas, doesn't stay in Vegas." Perhaps after being introduced to the car world, they will make their way to Pebble Beach someday.

At two o'clock precisely, the concours awards ceremony commenced, and at the microphone was Justin Bell, who hosts the Pebble Beach Concours livestream. Prizes were awarded in six classes (American Pre-War and Post-War, as well as British, German, Italian, and European Classics), and we were delighted to see many of our Pebble Beach family and friends among the recipients. The 1931 Duesenberg Model J Weymann Tapertail Speedster of the General William Lyon Family was named Best of Show Pre-War, and David MacNeil's 1963 Ferrari 250 GTO Scaglietti Berlinetta was Best of Show Post-War. Chris and Laura Maloney's 1937 Railton Special Limousine won the "Union Jack" award, and the Mecum Family's 1947 Delahaye 135 MS won the "Euro" prize.

The weekend of festivities concluded with a Tour d'Elegance on Sunday morning—a procession down the Las Vegas Strip of winning concours cars, along with additional representatives of the show field, including super- and hypercars and OEM new releases—providing "an opportunity for the general public to participate in the celebration of automotive excellence, and promote the event at the Wynn."

Gullbrants came to see us off on Sunday afternoon, obviously elated and relieved—emotions I so readily recognize. And he thanked us for our attendance. I left feeling heartened that the Wynn Concours is spreading the love of cars to a new audience.



David MacNeil's 1963 Ferrari 250 GTO Scaglietti Berlinetta, which placed fourth at Le Mans in 1963, is named Best of Show Postwar.



This McLaren F1 Gulf Team racer with Davidoff decals rests under the lights on the grand fairway.

A FINAL LOOK BACK AT 2024

PEBBLE BEACH CONOURS d'ELEGANCE

Fritz Burkard shares the history of his Bugatti Type 59 with our docents.



Top Left: Lawrence Stroll's two 1954 Lagonda V12 racing greats pose side by side.

Top Right: It's time to toast the winners!

Left: Jim Callahan's 1935 Auburn Convertible Sedan leads the Motoring Classic along 17-Mile Drive.



The earliest Wedge on our competition field was the 1955 Ghia Streamline X Coupe known as "Gilda."



Our Judges evaluate the 1979 Aston Martin Bulldog.



A FINAL LOOK BACK AT 2024

PEBBLE BEACH CONCOURS D'ELEGANCE



Left: Jonathan Segal relishes his 1956 Maserati A6G's receipt of the ArtCenter College of Design Award.

The 1993 Jaguar XJ220C of Henry Pearman heads a lineup of 1990s racing greats paired with their road equivalents.

Below: The Derek Hill family pauses for a quick photo in front of The Lodge at Pebble Beach.



Left: A trip to the Pebble Beach Concours is certainly a selfie moment! #PebbleConcours

The Mercedes-Benz 540Ks shown by Valerie & Aaron Weiss and William U. Parfet rest side by side.



Joe and Janice Conzonire head down the 18th fairway in their 1903 Packard Model F.

A FINAL LOOK BACK AT 2024

PEBBLE BEACH CONCOURS d'ELEGANCE



The 1954 Land Rover used by Her Majesty Queen Elizabeth II on her coronation tour leads several of Her Majesty's cars onto our show field.



Below: Jonathan and Frank Santomauro share their preservation 1933 Chrysler CL Imperial LeBaron Dual Cowl Phaeton.



Above: The Concours is a time to gather with friends and family. Sandra welcomes Phillip Sarofim in his Lancia Stratos HF Zero to the competition field.



Sandra Button takes a moment to remember Arturo Keller and thank the Keller family for their longtime participation.



A FINAL LOOK BACK AT 2024

PEBBLE BEACH CONOURS d'ELEGANCE



Above: Volunteers from the Sacramento Porsche Club serve as informational hosts at Concours Village.

The 1993 McLaren F1 XP4 Prototype of Rob Kauffman rests beside the 1996 McLaren F1 GTR from the BMW USA Classic Collection.



Amanda Stretton interviews Sandra Button as Concours Sunday gets underway.



David MacNeil's 1975 Ferrari 365 GTB/4 Scaglietti Competition won the Enzo Ferrari Trophy.



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A FINAL LOOK BACK AT 2024

PEBBLE BEACH TOUR d'ELEGANCE



Robert Kudela's 1948 Talbot-Lago T26 Grand Sport traces 17-Mile Drive while on the Pebble Beach Tour.



The Pebble Beach Tour d'Elegance makes its way across Bixby Bridge.



Nancy Strong shares a historic photo of her family's 1915 Packard 2-38 that paced the Indianapolis 500.



Tom Peck's striking 1954 Ferrari 375 MM Ghia Coupe heads out on tour. It went on to win its class.



Steve Adler's 1907 Packard 30 Runabout heads off on the Pebble Beach Tour.

A FINAL LOOK BACK AT 2024

CELEBRATING PACKARD'S 125TH ANNIVERSARY



The Nethercutt Collection's 1930 Packard 734 Speedster Eight Victoria Coupe is at the fore of a row of great Packards.

Opposite bottom: Judges review Harry Yeaggy's 1934 Packard 1108 Twelve LeBaron Sport Phaeton.



The 1934 Packard 1108 Dietrich Convertible Sedan of the JBS Collection/Jack Boyd Smith Jr. earned the Briggs Cunningham Trophy and was named the Gwenn Graham Most Elegant Convertible.

The 73rd Pebble Beach Concours celebrated the 125th anniversary of the Packard marque by showcasing 25 exemplary cars divided across four classes—and Packards also helmed our Concours Awards Ceremony.

Founded at the end of the 19th century, in 1899, Packard soon became known for both reliability and comfort. As early as the Brass Era, it was counted among America's top luxury marques along with Pierce-Arrow and Peerless—often referred to as the “Three Ps.” In 1915, it introduced the revolutionary Twin Six, the first US production car with a twelve-cylinder engine, putting it in the forefront of technology, and top coachbuilders were eager to body it.

Packard competition classes on our show field focused on pioneering cars of the pre-Twin Six era and Classic Era cars with open custom coachwork. A special display of 1930 Speedsters was curated to include an example of each of the body styles offered for that one-year-only model. And several Packards were also entered in the American Classic Closed class.





The Lehrman Collection's 1934 Packard 1108 Dietrich Sport Sedan placed First in Class and was named the J.B. & Dorothy Nethercutt Most Elegant Closed Car.



Yeaggy's Packard also placed First in Class.

Ross Myers' 1914 Packard 4-48, which won the pioneering class, delivered Concours Chairman Sandra Button to the ramp at the start of the awards ceremony, and cars from the other two Packard classes comprised the Parade of Elegance that opened the show.

Harry Yeaggy's 1934 Packard 1108 Twelve LeBaron Sport Phaeton went on to win the Packard Open Custom Coachwork class, and the 1934 Packard 1108 Twelve

Dietrich Convertible Sedan of the JBS Collection/Jack Boyd Smith Jr. took home the Briggs Cunningham Trophy and was named the Gwenn Graham Most Elegant Convertible. Meanwhile, Sam Lehrman's 1934 Packard 1108 Twelve Dietrich Convertible Sedan won its class and was named the J.B. & Dorothy Nethercutt Most Elegant Closed Car, and the Nethercutt Collection's 1930 Packard 734 Speedster Eight Victoria Coupe earned the Classic Car Club of America Trophy.

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“Owning this car is my dream come true.”

— ROSS MYERS



The 1914 Packard 4-48 of Ross & Beth Myers won our Packard Early class.

THIS PACKARD TOURING CAR IS A DREAM COME TRUE

Ross Myers wasn't too far past learning to toddle and talk when, at age 3, he began to follow his father around the garage, “helping” him restore a 1919 Ford Model T.

“He didn't have a lot of money, but he just loved antique cars,” says Myers. “He took his Model T to all the parades and car shows—and I went with him. So at a very early age I was exposed to a lot of different cars.”

As a young man, Myers was fascinated with early Brass Era cars—“the early classics”—when owning one was just a dream: “I didn't think I would ever be able to own one, but I was fortunate in life, fortunate to have a successful business.”

His collection started with a few antiques, in keeping with that first love. Then, Myers admits, he “kind of lost interest in them and got more interested in fast cars.” His father had previously disavowed and disallowed any consideration of hot rods, pegging their creators as “just a bunch of hoodlums driving around.” And as Myers notes, “You always want what you can't have.” So he bought one Shelby, then a second Shelby . . . and before he knew it, he was out vintage racing.

His collection, called 3 Dog Garage, eventually grew to focus on significant hot rods of the 1950s and '60s, as well as Ford-powered race cars from the 1950s to the present. But recent years have seen a return to the early classics.

“The older I get, the more I'm like my father,” says Myers, “and I'm drawn back to the early brass cars and the classics. I loved them as a young man, and now that I'm an old man, that love is still there. The cars are beautiful—and now I can afford them!”

About five years back, Myers was on the hunt for a big brass car, and Mark Smith sent him a photo of one possibility, a massive 1914 Packard Touring with room for seven passengers.

Myers knew the car at first glance: “An old family friend, furrier Stanley Tarnopol, owned that car back in the sixties. But he lived in Philadelphia and didn't have room to store it there, so he stored it in my father's barn. Stanley was a very small man, probably no more than 5 feet with heels, so my father would drive him around in it—and I would ride along in the back. I have very fond memories of that.”

Right: The Myers' Packard winds its way through Del Monte Forest while on Tour.

Below Left: Myers delivers Sandra Button to the Awards Ramp at the start of the Awards Ceremony.

Below Right: The quintessential early touring car, this Packard was showcased on our Tour poster.



Myers also knew he had to have it: “It tugged at my heartstrings.”

What does he love about the car? Myers points immediately to three things: its size, its engineering and its performance: “Aesthetically, the size is striking; it's just absolutely huge, it's almost overwhelming. And mechanically, it has the Dominant Six engine, with 82 horsepower, which was amazing for its day. So, even though it's a big car, it performs very well.”

Myers pauses and then puts it more simply: “Owning this car is my dream come true.”

Myers took possession of the car about four years back, drove it on John Mozart's Tour for brass cars, then sent it off to Scott Henningsen's shop for restoration. It reemerged in time to celebrate Packard's 125th anniversary on the competition field at the Pebble Beach Concours d'Elegance. As the quintessential touring car, it was showcased on our Tour poster, and after their intense inspection, our judges awarded it with a First in Class ribbon.

A FINAL LOOK BACK AT 2024

THE MASERATI MARQUE IS PAIRED WITH PIETRO FRUA



Lawrence Auriana's 1956 Maserati 250F won the Tony Hulman Trophy.
Opposite: Chris Shane's 1955 A6G/54 2000 Zagato Spyder placed first among Maserati Road Cars and was named Jules Heumann Most Elegant Open Car.



Henrik Jorst approaches the Awards Ramp in his 1951 A6G 2000 Spyder to accept First in Class among Maserati Frua cars.

Maserati turned 110 in 2024, and to honor the marque on this occasion, the Pebble Beach Concours Selection Committee opted to pair it with a display of cars built by Pietro Frua, whose designs for Maserati are among his most celebrated.

In total, 26 Maseratis took to the competition field, including 9 bodied by Frua. Also on display were 7 additional Frua-bodied creations, including the very first car he built after founding his own atelier—a 1946 FIAT 1100 C Barchetta.

Chris Shane's 1955 A6G/54 2000 Zagato Spyder placed first among Maserati Road Cars and was also named the Jules Heumann Most Elegant Open Car, Robert Davis's 1956 300S Fantuzzi Spyder was the top Maserati Race Car, and the 1951 A6G 2000 Spyder of Henrik Jorts and Cool Classics International won the Maserati Frua class.

The 1973 Momo Mirage dreamed up by owner Peter Kalikow with master mechanic Alfred Momo and built by Frua placed first among Frua's non-Maserati creations.





Top Left: The 1954 A6GCS of Madylon and Dean Meiling rests at the edge of Carmel Bay alongside other Maserati racing greats.

Above: Chris Shane shows off his First in Class ribbon.

Left: Robert Davis's 1956 Maserati 300S Fantuzzi Spyder placed first among Maserati Race Cars.

Below: Peter Kalikow's 1973 Momo Mirage Coupe topped other Frua-bodied creations.

Rob Walton's 1957 Maserati 450S Zagato Berlinetta won the Phil Hill Cup, and Lawrence Auriana won the Tony Hulman Trophy. The ArtCenter College of Design Award went to Jonathan & Wendy Segal's 1956 Maserati A6G Zagato Berlinetta, and their 1955 Maserati A6GCS Frua Spyder was named the Strother MacMinn Most Elegant Sports Car.



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A FINAL LOOK BACK AT 2024

PEBBLE BEACH PAYS TRIBUTE TO THE WEDGE



Sandra Button presents Phillip Sarofim with the Lorin Tryon Trophy for his many contributions to the collector car world—and for kickstarting our Wedge classes with his Aston Martin Bulldog (right) and his Lancia Stratos HF Zero (left).



The Ferrari 512 Modulo rests amidst the lineup of Wedge cars at water's edge.

A sleek display of daring design lined the water's edge at the 73rd Pebble Beach Concours; 21 wedge-shaped concept cars and prototypes drew the gazes of onlookers down from the land, sea, and sky situated just beyond their angular tails. Bearing little resemblance to their automotive peers, these wedge-inspired vehicles—some a mere 33.3 inches in height—more closely resembled avant-garde fighter jets, ready for flight.

Plans for this display began over a year prior, after an entry application for our 2023 competition field was submitted by a first-time entrant hoping to share a car that had been important—or nearly so—in period but had long since been forgotten by most enthusiasts.

The Bulldog was a wedge-shaped prototype abandoned by Aston Martin in 1979 when it failed to set a new speed record of 200 mph. The car was all but lost to history until its new owner, Phillip Sarofim, embarked on a painstaking restoration to revive the Bulldog and finally reach its

ambitious speed goal—a mission completed over four decades later, in June of 2023.

The car had been offered to us, accepted, and slotted into a postwar class—and then suddenly it was withdrawn. Repairs were needed after its speed test, Sarofim explained in apology, and there wasn't time to complete them before the concours competition that August. Would the Concours Selection Committee consider the car for the following year?

It would do that and more. With the additional time, the committee decided to host a special display of wedge-shaped cars. That quickly grew into not one, but two full classes of cars. And Sarofim brought not one, but two wedge-shaped cars: the much-anticipated Bulldog, which placed first in the early Wedge class, and the Lancia Stratos Zero, which not only won its class but also took home the Gran Turismo Trophy and was among the final nominees for Best of Show.



This 1972 BMW Concept, shared courtesy of BMW Group Classic, is powered by a Turbo engine.

“These changes are driven, of course, by enthusiasts and that is in keeping with tradition: the Pebble Beach Concours has been driven by enthusiasts from the start.”
— CHAIRMAN SANDRA BUTTON

The Bulldog makes its way across Bixby Bridge.

Below: Sandra Button honors Sarofim with the Lorin Tryon Trophy.

The two Wedge classes stretched the Concours in many ways, bringing our show field right up to the present with the Italdesign Asso di Picche in Movimento produced as recently as 2023 and also drawing cars from around the world, including the first two Japanese cars shown here in over 50 years.

“These changes are driven, of course, by enthusiasts,” shared Chairman Sandra Button, “and that is in keeping with tradition: the Pebble Beach Concours has been driven by enthusiasts from the start. They encouraged a shift in focus from new to collector cars in our early years, and in more recent years, they’ve been the impetus behind classes on everything from Hot Rods to Preservation cars.”

Recognizing the impact one inspired individual can have on this concours and the collector car community, Chairman Sandra Button presented Phillip Sarofim with the esteemed Lorin Tryon Award—the only award the Pebble Beach Concours presents to a person rather than a car. His vision helped the Concours realize a distinctive, forward-looking class that not only revived a slice of automotive history but also sparked new conversations among the concours community.

Although new to the Pebble Beach Concours, Sarofim is a respected figure in the automotive community, serving as



the Chairman of Meyers Manx, a Board Member of the Petersen Museum, and a legacy donor to the ArtCenter College of Design.

In recovering the Bulldog and enabling it to do what it was intended to do, Sarofim expressed a passion for honoring an original vision—a passion shared by our curious event, where we celebrate not just cars, but the spirit of their creators and caretakers.



THE 2024 LEXUS GX AMPLIFY EVERY ADVENTURE

Prototype vehicles shown. © 2024 Lexus
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A FINAL LOOK BACK AT 2024

RECOGNIZING 1990S SUPERCARS THAT RACED



Left: The 1996 Ferrari F40 GTE Michelotto of Jacob Brunsborg heads across the awards ramp to receive its First in Class award.



Henry Pearman and the Historic Classics Collection's 1993 Jaguar XJ220C Le Mans Coupe wins the Montagu of Beaulieu Trophy for the most significant car of British origin.

The competition field of the Pebble Beach Concours has gradually expanded to encompass much more of our automotive history, as witnessed by recent displays of more modern Porsches, Lamborghinis, and McLarens. This year, to continue that trend, a display of 1990s supercars-turned-racecars rested right at the edge of Carmel Bay.

To help spectators better understand these cars, and the many transitions that were entailed when they shifted from road to racing grid, each race car was thoughtfully paired with an example of its road equivalent. The complete display encompassed a total of six pairings, including Ferrari F40s, Jaguar XJ220s, Bugatti EB 110s, McLaren F1s, Porsche 993 GT2s, and Mercedes AMG CLK GTRs.

The racecars were participants in the short-lived BPR and FIA GT series that took place in the mid-1990s, and two of the three BPR founders—Patrick Peter and Stephane Ratel—were on hand to judge them.

The 1996 Ferrari F40 GTE Michelotto of Jacob Brunsborg ultimately won the class, while the 1993 Jaguar XJ220C Le Mans Coupe of Henry Pearman and the Historic Classics Collection took home the Montagu of Beaulieu Trophy.



The 1994 Jaguar XJ220 Coupe of Tom Radom heads a lineup of supercar road and race pairings on the 18th fairway at the Pebble Beach Concours d'Elegance.



The 1997 Mercedes AMG CLK GTR Coupe sits alongside the 1999 Mercedes AMG CLK GTR Coupe.

DISPLAY OF ROYAL LAND ROVERS DEBUT AT THE PEBBLE BEACH CONOURS

A FINAL LOOK BACK AT 2024

We partnered with Jaguar Land Rover this year to mount a special display of the Land Rovers of Her Majesty Queen Elizabeth II.

The display included six state vehicles and four personal ones. State vehicles ranged from the Series I Royal Ceremonial Land Rover used by Her Majesty during her 1954 Coronation Tour of the Commonwealth, to the 2005 Range Rover State I Royal Review vehicle used in 2016 to transport then Duke and Duchess of Cambridge and Prince Harry during Her Majesty's 90th birthday parade.

The earliest vehicle on display was the 1954 Series I Land Rover purchased personally by His Majesty King George VI, which was used by members of the Royal Family at their Balmoral estate. The latest was a 2009 Range Rover that Her Majesty drove often; it remains with the Royal Household and is an active part of the active Royal Fleet.

In Her Majesty's presence the Range Rover often sported a very special mascot—a chrome-plated bronze

of a Labrador retriever with a pheasant in its mouth. We were initially told the mascot had been removed for safe-keeping and was unavailable—but a special loan was made, and on Concours Sunday, the mascot was in its place, shining brightly.

There were other surprises, too, to help bring this display to life.

In a special hospitality venue nearby Jaguar Land Rover hosted an afternoon tea offering several of the Queen's favorite tiny bites, including butter-and-jam layered on triple stacks of finger-length crustless white bread. And off to one side, placed in vitrines under guard, was a selection of Her Majesty's handbags, all crafted for her by Launer London.

Our thanks to Jaguar Land Rover, the Land Rover Classic Collection, the British Motor Museum, the British Royal Household and the private collectors who brought these special cars to the Pebble Beach Concours.

The Land Rovers of Her Majesty Queen Elizabeth II elegantly line up on the show field.

Below: The 1998 Range Rover P38A Royal Ceremonial State I of Her Majesty amid the crowd.

Bottom Left: Her Majesty's famous Labrador retriever mascot shines brightly in its place.



Anne Brockinton Lee poses alongside her 1962 Land Rover Series IIA 109" Special Station Wagon, which won the Ansel Adams Award.



Royal vehicles parade across the awards ramp.



Chairman Sandra Button welcomes Her Majesty's cars onto the show field at Dawn Patrol.



The crafted Launer London handbags of Her Majesty Queen Elizabeth II are showcased.



Her Majesty's favorite tiny bites are offered at a special afternoon tea hosted by Jaguar Land Rover.

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A FINAL LOOK BACK AT 2024

JAGUAR D-TYPE TURNS 70

Simply put, the Jaguar D-type was an amazing car. Introduced in 1954, it went on to win at Le Mans three times consecutively, in 1955, '56, and '57—not to mention a host of other victories.

On hand at the 2024 Pebble Beach Concours to celebrate this model were three significant cars: Jaguar Daimler Heritage Trust graciously brought the Jaguar Works prototype (OVC 501) that played a critical role in the model's development; Mark Haddawy competed with the first car delivered to a customer (XKD 526), and it went on to win our Postwar Sports Racing class; and The JSL Motorsports Collection shared the 1956 Le Mans-winning car (XKD 501) run by the Ecurie Ecosse team.



Above: The 1955 Jaguar D-type from The JSL Motorsports Collection won the 24 Hours of Le Mans in 1956.

Top right: The 1954 Jaguar D-type Prototype heralded a new era in sports racing cars.

Right: Mark Haddawy's 1955 Jaguar D-type was the first customer car to be delivered.



PEBBLE BEACH COMPANY FOUNDATION

Since its inception in 1975, Pebble Beach Company Foundation has been the charitable partner of the Pebble Beach Concours d'Elegance. With the help of Concours entrants, donors, judges, volunteers and sponsors we are proud to support local youth-focused nonprofits who are addressing the critical needs in our community.

Our Mission

To provide quality educational opportunities for Monterey County youth.

Our Vision

Education changes lives. For nearly five decades we have been committed to funding quality educational programs and awarding scholarships and financial aid to benefit Monterey County students from pre-kindergarten to postgraduate levels. These awards create a brighter future for our youth and our community.

Who We Serve

We seek to provide every child in Monterey County with the tools, opportunities and experiences to grow and thrive on their journey to adulthood. We've learned that fostering the energy and determination of these young people requires tools, guidance and experiences. In 2023, Pebble Beach Company Foundation made grants to nearly 100 organizations, totaling over \$3 million in support and reaching more than 10,000 youth. These grants provide opportunities that expand their world. Together with Pebble Beach Concours d'Elegance and our innovative nonprofits, we are working to provide a brighter, happier future for our youth.

Signature Events

Pebble Beach Concours d'Elegance ■ Hickory Sticks Open ■ Pebble Beach Food & Wine



pebblebeach.com/pbc-foundation



PEBBLE BEACH

“The World’s Most Prestigious Car Show.”

— FINANCIAL TIMES

MERCEDES-BENZ MARKS 130 YEARS OF MOTORSPORT

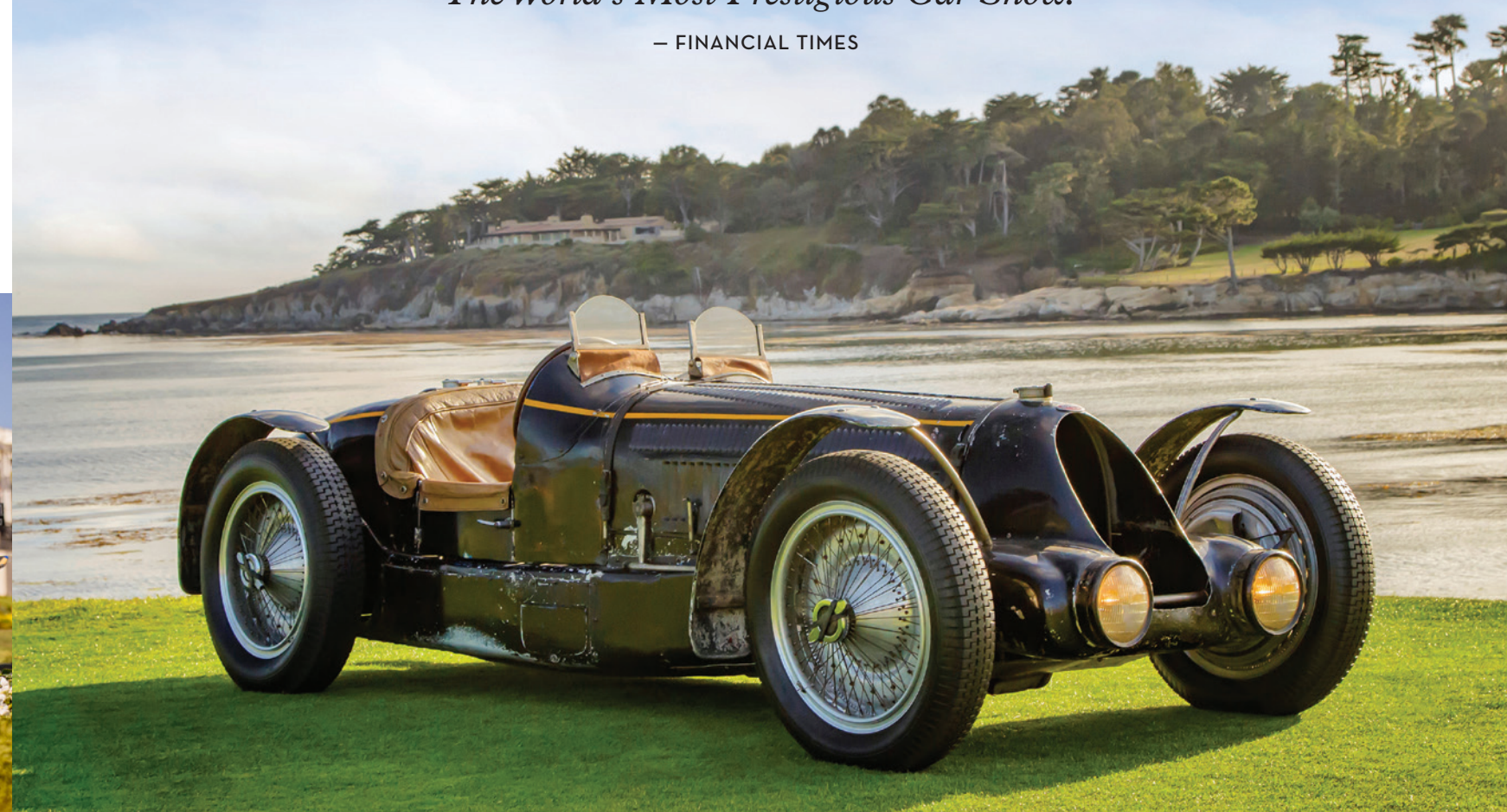
In the world’s first automotive competition, held back in 1894, some of the earliest automobiles raced from Paris to Rouen—and a car powered by a Daimler engine was the first to cross the finish line. The following year the first timed race took place, from Paris to Bordeaux, and again a Daimler-powered car was the victor.

This year, to celebrate 130 years of Mercedes-Benz in Motorsport, we gathered three heralded racing greats: Mercedes-Benz Heritage showcased both a 2-Litre sister car to the 1924 2-Litre that participated in the 1924 Targa Florio a century back, as well as a 1955 W 196 R like those driven to ten dramatic wins by Juan Manuel Fangio and others in 1954 and ’55; and the Irish Family showed a Mercedes AMG CLK GTR that participated in the FIA GT Championship in the 1990s. The latter car placed third in our BPR & FIA GT Race Cars class, where another CLK GTR was shown as well. And several other Mercedes on our show field also had strong race histories, including the 1928 Mercedes-Benz 710 SSK Corsica Drophead shown by William E. “Chip” Connor that won our Mercedes-Benz Prewar class.



Top: The 1924 Mercedes 2-Litre Targa Florio Race Car leads the 2024 Tour d'Elegance.

Above: The Irish Family's 1997 Mercedes AMG CLK GTR Coupe places Third in Class.



AUGUST 17, 2025

ADVANCE TICKETS AVAILABLE AT pebblebeachconcours.net

A 250 GTO and a 250 Testa Rossa rest side by side on the first fairway of Pebble Beach Golf Links.

A FINAL LOOK BACK AT 2024

FERRARI CELEBRATES 70 YEARS IN AMERICA

This year's Concorso Ferrari, held on the first fairway of Pebble Beach Golf Links in tandem with the Pebble Beach Concoeurs, celebrated 70 Years of Ferrari in America.

The marque was founded 77 years back, and several Ferraris made their way to the US soon after they were created. Jim Kimberly raced a 1949 166 MM at Pebble Beach as early as 1951, and Phil Hill won the Pebble Beach Road Races with a 250 MM Vignale Spyder in 1953. But the marque dates its formal presence in the US to 1954, when Luigi Chinetti was authorized to sell Ferraris here.

A wide range of cars, many of which had a strong race history, were featured, including early 166 MM's, an iconic 250 California, a 275 GTB4 NART Spyder, an historic 365 GTB4 "Daytona" as well as a modern raw carbon Daytona SP3, a pair of P4s and a 412P. Also on hand were cars tied to movies and television, including Magnum PI's 308 GTS and a 1987 Testarossa as seen on Miami Vice.



Peter Kalikow's Ferrari 250 GT SWB California leads a lineup of Ferraris to their places for the celebration of 70 Years of Ferrari in America.

This early Ferrari 166 MM Barchetta made its way to the US before Ferraris were sold here.

Right: Ferrari 250 Californias in position.

Middle right: Superamericas at rest.



A FINAL LOOK BACK AT 2024

DEBUTS & DISPLAYS INCREASE & OUR CONCEPT LAWN TURNS 35



The 2024 Pebble Beach Concours d'Elegance Concept Lawn turned 35 this year!



The seventh generation of the M5 joins the M5 Touring on the 18th fairway immediately after they debut on the Awards Ramp.
Below: Mercedes debuts the Mercedes-AMG GT 63 4MATIC+.

As our competition field continues to expand the range of collector cars that we celebrate, new cars increasingly find their way to us.

New car debuts begin early in the week—and some take place on the Awards Ramp where concours cars later receive their awards and trophies. There, this year, right after the departure of the Pebble Beach Tour d'Elegance, BMW showcased the history of the M5 across decades and then welcomed the new seventh generation of that model. It also debuted the M5 Touring, the first Touring variant to be available in the United States. A special one-of-a-kind 2025 M5 was later sold at the Pebble Beach Auctions presented by Gooding & Company, raising substantial funds for Concours charities.





Sasha Selipanov introduces his first personal creation, the new NILU27 hypercar.



Above: The back of the NILU27 captivates the crowd.

Above right: Rimac Automobili introduces The Rimac Nevera R on our Concept Lawn.

Right: Lexus celebrates its 35th anniversary by showcasing the All-New 2024 Lexus GX Overtrail.



Later on Thursday, Sasha Selipanov, formerly of Lamborghini, Bugatti, Genesis, and Koenigsegg, blew the cover off his first personal creation, the new NILU27 hypercar—the first in what he hopes will be a long lineup of limited edition cars under the NILU name.

Throughout the week, public and private debuts continued at the venues hosted by manufacturers surrounding Pebble Beach Golf Links, at Concours Village, and in nearby homes and gardens throughout Del Monte Forest. Lincoln unveiled the All New Lincoln Navigator, with Serena Williams on board; Mercedes offered the Mercedes-Maybach SL as well as the AMG GT3 Edition celebrating its 130 years in motorsports; and Bentley showcased the New 2025 Continental GT Speed. Smaller builders such as Kindred and RBW also shared their latest creations. Some companies, such as Polestar, also hosted ride-and-drives.

On Saturday, these and many other new cars and concepts—from Acura, Lamborghini, Maserati, Rimac, Touring, and others—all converged on our Concept Lawn, which was celebrating its 35th anniversary.



Bugatti shares a display of strikingly beautiful supercars.





The Mercedes-Maybach SL struts down the runway at a private night showing.



Left: An all-new sports car derived from Maserati's MC20 halo vehicle is presented on the Concept Lawn.

Bottom left: The Acura Performance EV Concept made its world debut amidst Pebble Beach Automotive Week.

Below: Automobili Lamborghini introduces the Temerario as the second Lamborghini HPEV model.



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All six prior generations of the BMW M5 were present to welcome the seventh generation of the M5 and the M5 Touring.

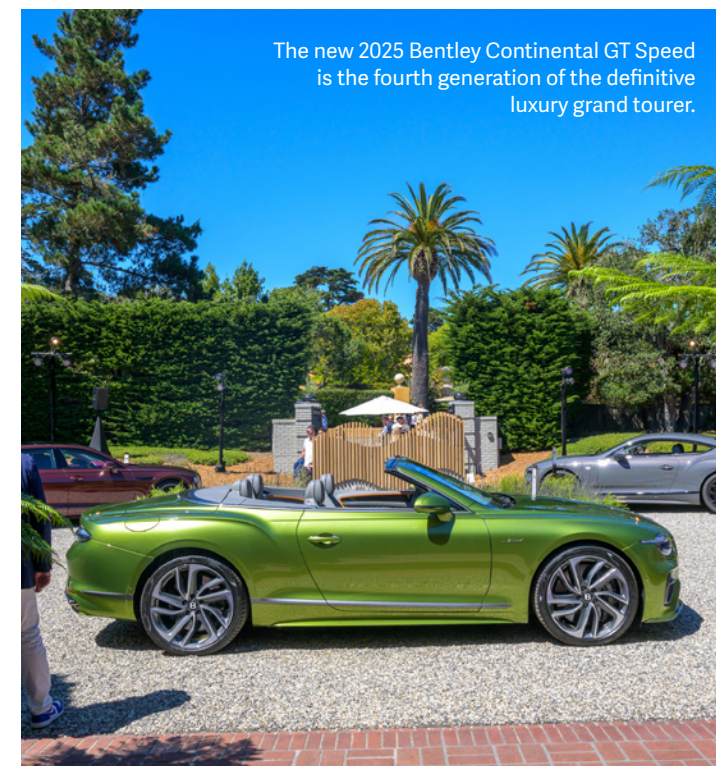
Below: The German high-performance automotive aftermarket tuning company Brabus displays their vehicles at Concours Village.

Below Middle: RBW launched its first ever GT and a left-handed driver roadster in Concours Village.

Bottom: Lexus celebrates 35 years of excellence in the automotive industry.



Serena Williams assists in the global introduction of the all-new Lincoln Navigator.



The new 2025 Bentley Continental GT Speed is the fourth generation of the definitive luxury grand tourer.





A FULL CIRCLE MOMENT

Christie's to Acquire Gooding & Company

The official news came just a few short weeks after Gooding & Company successfully hosted the 2024 Pebble Beach Auctions: Christie's announced that it had signed an agreement to acquire Gooding & Company.

Both auction houses have strong ties to the Pebble Beach Concours d'Elegance.

"This is a full-circle moment for us," said Pebble Beach Concours Chairman Sandra Button. "Back in 1990, we partnered with Christie's to host the first Pebble Beach Auctions—and a younger David Gooding was involved in organizing them. David and Dawn Ahrens later founded Gooding & Company, and it has since been our official auction house for the past two decades.

"The renewed pairing of Christie's with Gooding brings together centuries of experience and a wealth of collector car expertise. We look forward to an ongoing collaboration with them that not only celebrates great cars but ensures they are treasured long into the future."

David Gooding, now President of Gooding & Company, called the pairing "an ideal match," noting "This new chapter will provide us with an enhanced global platform to support future growth and further brand development."

The acquisition, whereby Gooding & Company becomes Gooding Christie's, is expected to conclude before the year's end.

Meanwhile, final totals from the 2024 Pebble Beach Auctions indicate that event was a solid success. Gooding & Company presented its largest catalog to date and resulting sales surpassed \$108 million. A total of 151 lots sold (an 82% sell-through rate), with 25 cars earning over \$1 million apiece.

Headlining the auctions was the 1938 Alfa Romeo 8C 2900B Lungo Spider—one of just five surviving long-chassis 2.9s bodied by Touring as Spiders—which sold for \$14,030,000. Among other notable sales, a 1995 Ferrari 33 SP Evoluzione went for \$5,120,000 and a 1976 Porsche 935 (chassis 935-001) for \$4,295,000.

Two lots focused on raising contributions for the charitable efforts of Pebble Beach Company Foundation, the Concours' primary charity partner: the one-off 2025 BMW M5 Pebble Beach Concours d'Elegance edition garnered \$313,000, and Artist Proof No. 1 of a soon-to-be-released Bugatti Type 59 book brought in \$100,000.

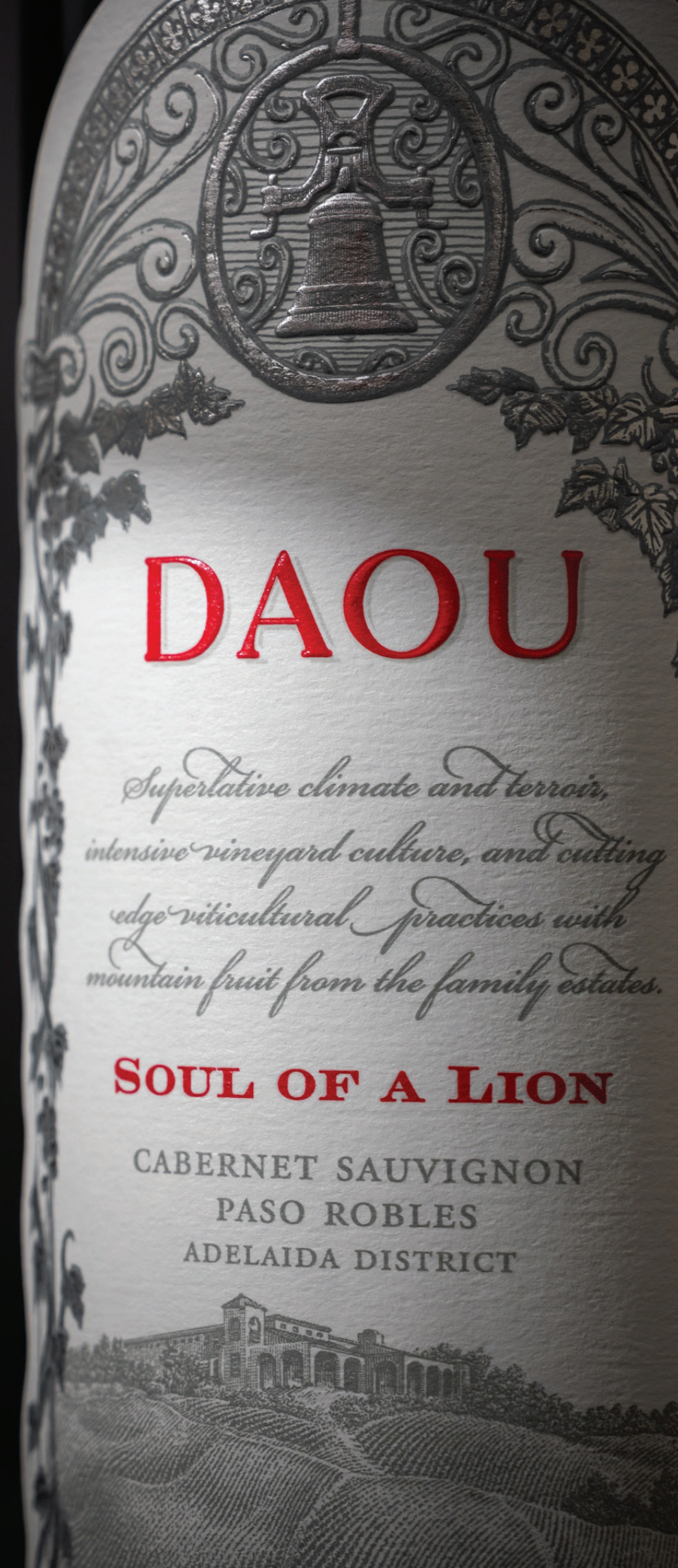
DAOU SOUL OF A LION

97 PTS

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SEPTEMBER 2024

2021 ESTATE COLLECTION SOUL OF A LION
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Soul of a Lion is the crown jewel
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quest to produce unsurpassed
Cabernet Sauvignon from
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Amidst the Concours Awards Ceremony, as Emcee Amanda Stretton looks on, Pebble Beach Company CEO David Stivers and Concours Chairman Sandra Button share news of the annual charitable funds raised by that date.

2024 PEBBLE BEACH CONCOURS d'ELEGANCE RAISES RECORD AMOUNT FOR CHARITY

DONATIONS OF \$3,130,240 BRING TOTAL CHARITABLE GIFTS TO OVER \$41 MILLION

PEBBLE BEACH, Calif. (November 14, 2024) — The Pebble Beach Concours d'Elegance has more than matched its prior level of charitable donations, raising a record \$3,130,240 for charity this year. The final amount was announced and donations were distributed to many of the Concours' participating charities amidst the Concours' annual charity luncheon, held Thursday, November 14, at Casa Palmero in Pebble Beach.

"A shared love of cars brings a world of people to Pebble Beach each August, and it is heartening to see how much that community of car people also cares for children in need," said Pebble Beach Concours Chairman Sandra Button.

Pebble Beach Company CEO David Stivers also praised the many people who come together to make the Concours a success and raise these funds: "I'm very grateful to the professional staffs of both the Company and the Concours, who put their all into making the Concours the leading event of its kind. Also, the event would not be what it is without the participation of entrants, judges, and sponsors, the dedicated efforts of a host of volunteers, and the strong support of our local community."

Since it began in 1950, the Pebble Beach Concours has now raised more than \$41 million for charity.



Pictured above: Representatives of Pebble Beach Company, Pebble Beach Company Foundation, and the Pebble Beach Concours d'Elegance gathered with Concours charity representatives at a luncheon on Thursday, November 14, 2024, to announce that the 2024 Pebble Beach Concours had raised a record sum for charity and to distribute donations to several local charitable organizations: (front row, l to r:) Kevin Causey of Montage Health Foundation, Deacon Warren Hoy of United Way Monterey County, Jennifer Williams-Carpenter of Natividad Foundation, Tom Gray of Boys & Girls Clubs of Monterey County, Lauren Cohen and Kristen DeMaria of MY Museum, Judge John Phillips and Chris Devers of Rancho Cielo, Dr. Allen Radner of Salinas Valley Health, Janine Chicourrat of Rancho Cielo; (back row:) Dr. Susan Swick of Montage Health, Hiram Yanez of Seneca Family of Agencies, Concours Chief Judge Chris Bock, Concours Selection Committee member Martin Button, Concours Chairman Sandra Button, Pebble Beach Company CEO David Stivers, Ron Johnson of Boys & Girls Clubs of Monterey County, Doreen Luke of Seneca Family of Agencies, Jeff Wardwell of Salinas Valley Health, and Katy Castagna of United Way Monterey County.

Many of these charitable donations serve to help children and teens in the local community. Through the Concours' primary charitable partner, Pebble Beach Company Foundation, these funds are distributed to nearly 100 of the region's best youth-focused nonprofit educational programs. The Concours' annual charity drawing—bolstered this year by generous gifts from Lexus, Ford Motor Company, INFINITI, and Mercedes-Benz—directly aids several charities, including the Boys & Girls Clubs of Monterey County, Montage Health Foundation, MY Museum, Natividad Foundation, Rancho Cielo, Salinas Valley Health Foundation, Seneca Family of Agencies, and United Way Monterey County.

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

The 74th Pebble Beach Concours d'Elegance will take place on Sunday, August 17, 2025, and will celebrate the centennials of Invicta, Chrysler, and Moretti, the creations of Virgil Exner, the 75th anniversary of Formula 1, and Japanese Concepts & Prototypes—with other features to come. For more information on the Pebble Beach Concours, or to purchase tickets, visit www.pebblebeachconcours.net.

A 2024 Ford Mustang Premium pulls onto the Awards Ramp, waiting for the name of its lucky new owner to be announced.



“My wife and I just had our first child, so supporting MY Museum felt meaningful—and I ended up winning a fantastic gift for my wife, Mekayla, who’s been with Pebble Beach Company for 10 years!”

— AUSTIN COOPER



The Coopers admire their Mercedes-Benz GLA 250.

With a Little Luck:

FOUR CHARITY DRAWING PARTICIPANTS GET NEW RIDES

Local realtor Austin Cooper was enjoying a warm Concours Sunday with friends when they spotted our Charity Drawing booths and each purchased a ticket to win one of four cars donated by our generous manufacturing partners.

Austin chose to donate to MY Museum for a chance to win a 2025 Mercedes-Benz GLA 250, valued at \$46,150 and benefitting both MY Museum and Montage Health Foundation. Later that day, amidst the award ceremony, the ticket with his name was drawn and he was elated: “My wife and I just had our first child, so supporting MY Museum felt meaningful—and I ended up winning a fantastic gift for my wife, Mekayla, who’s been with Pebble Beach Company for 10 years!”



Dr. Dave Carlson poses with his Lexus GX 550.



Daisy Polido accepts her all-new INFINITI QX80.

Right: Gooding Auctioneer Charlie Ross and Master of Ceremonies Amanda Stretton chat with McPherson College scholarship recipients amidst the charity drawing.



Another lucky local, Cliff Greenberg of Salinas, won a 2024 Ford Mustang GT Premium, valued at \$48,000 and supporting Natividad Foundation and United Way of Monterey County.

Infiniti contributed in a grand way this year, donating an All-New 2025 INFINITI QX80 with an MSRP of \$110,595! This stunning SUV was won by Daisy Polido of Ventura, California, and all of the proceeds benefitted Salinas Valley Health Foundation and Seneca Central Coast.

Dr. Dave Carlson from Fountain Valley, California, was walking the show field with his son and grandson when he decided to enter the drawing for a two-year lease on a 2024 Lexus GX 550 Premium, valued at \$22,752 and supporting Boys & Girls Clubs of Monterey County and Rancho Cielo. He later traded up to an RX 450h+.

“My first thought after I heard that I won was, ‘I hope I like it!’” said Carlson. “I’d been spoiled by Ferraris, Porsches, and BMWs in the past. Seven weeks with the Lexus 450h+ plug-in, and I’m thrilled with it. We even plan to purchase it at the end of the lease. The best part? Supporting children’s programs—truly a win-win!”

Thanks to Mercedes-Benz, Ford, Infiniti, and Lexus, the Pebble Beach Concours Charity Drawing provided crucial support to eight exceptional Concours charities, while these four lucky donors drove away in spectacular vehicles. We extend our heartfelt gratitude to all of the participants and partners who helped us support these worthy charities, making a difference in our community one ticket at a time!



Judge John M. Phillips (resting against the car door) meets with the Pebble Beach Concours staff and our Volunteer Committee Chairs in one of the classrooms at Rancho Cielo.

A Trip to Rancho Cielo

WITNESSING OUR DONATIONS AT WORK

On a recent fall day, Judge John M. Phillips, founder of Rancho Cielo, warmly welcomed the Pebble Beach Concours team and Volunteer Committee Chairs to the vocational school's remarkable campus, nestled in the scenic hills of Salinas, California.

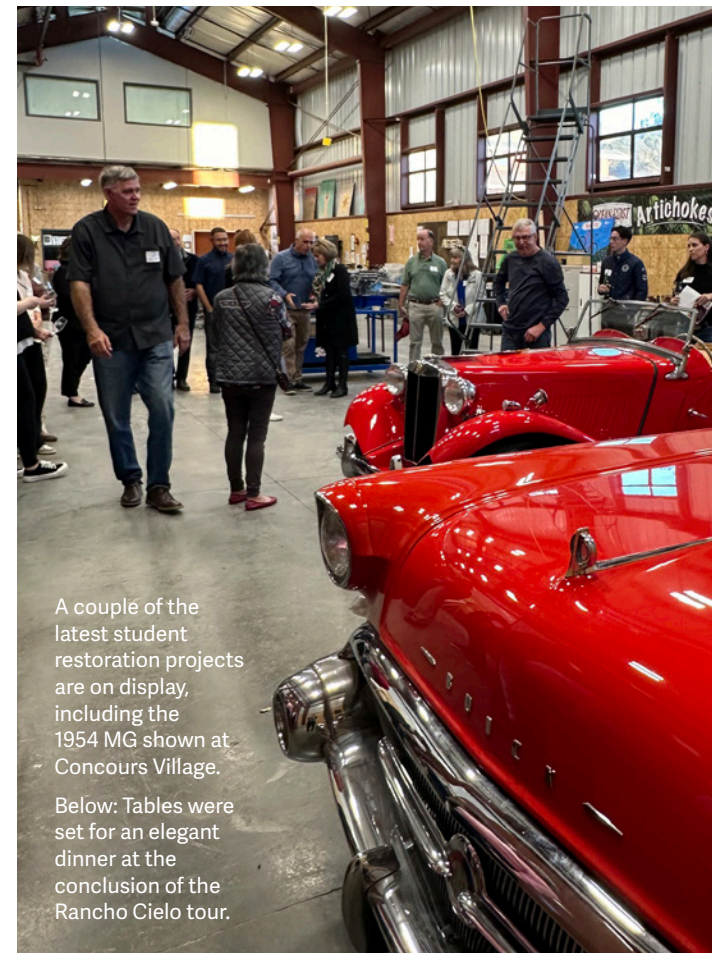
In his former role as a Monterey Superior Court Judge, Phillips was consistently confronted with the decision to pardon or incarcerate young first-time offenders—and he longed for a third option to help break the cycle of recidivism he saw all too often. In 2000, he turned his vision into a reality, founding Rancho Cielo—a place where young people could find a path to success, developing practical skills to help them enter the workforce. Today, Rancho Cielo stands as a proud charity partner of the Pebble Beach Concours and the Pebble Beach Company Foundation, united by a commitment to educate and empower future generations.

Recognizing the massive impact Pebble Beach Concours volunteers have on the Concours' ability to support the

community, Judge Phillips was eager to open Rancho Cielo's doors for our Volunteer Committee Chairs to witness firsthand the programs and resources their efforts support.

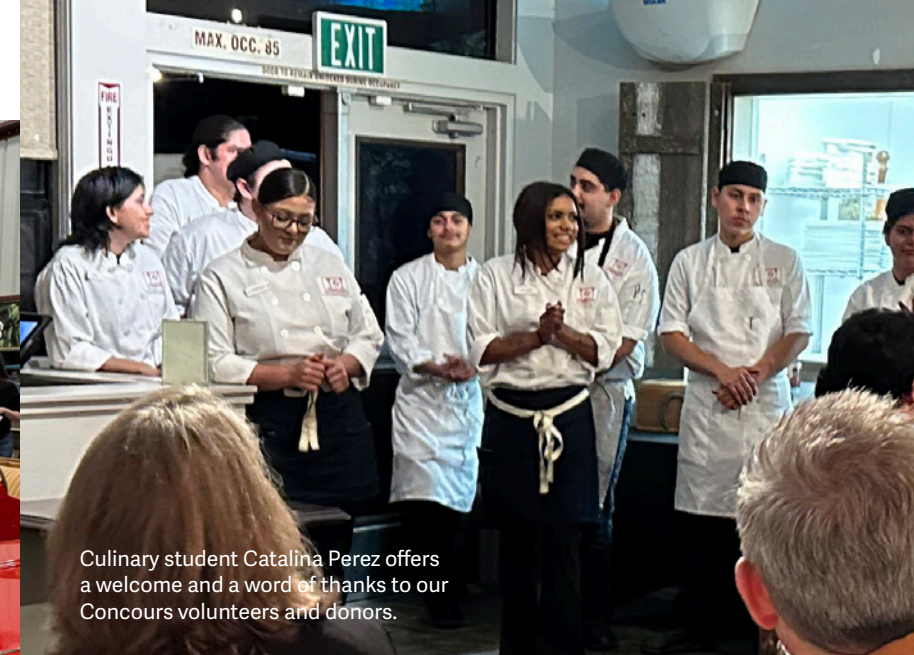
Our tour began at the recently completed Ted Taylor Ag Vocational Center, which serves as the vibrant heart of Rancho Cielo's educational initiatives. Among the programs housed here is the Don Williams Classic Car Restoration Program, generously supported by donors of our treasured car community to foster the next generation of classic car restorers.

A testament to the program's success, a freshly restored red 1954 MG is proudly displayed in the restoration workshop. That same car was on display at Concours Village this year, accompanied by the students who had restored it. With pride and enthusiasm, Phillips spoke of the students' dream to one day restore a vehicle worthy of the Concours show field.



A couple of the latest student restoration projects are on display, including the 1954 MG shown at Concours Village.

Below: Tables were set for an elegant dinner at the conclusion of the Rancho Cielo tour.



Culinary student Catalina Perez offers a welcome and a word of thanks to our Concours volunteers and donors.

“Seeing what these students are accomplishing and the excitement surrounding this vocational training in our community is truly inspiring.”

— DENNIS PALMA, SHOW FIELD MANAGEMENT & PEBBLE BEACH TOUR d'ELEGANCE



Judge Phillips also walked us through other wings of the campus explaining that what began as basic job training has blossomed into a suite of specialized programs focusing on the culinary arts, ag technology & mechatronics, construction & sustainable design, auto & diesel repair, and welding & fabrication, as well as the auto restoration program.

The support we provide to Rancho Cielo and more than 100 other nonprofits in our community is made possible by our 1,000+ volunteers, many of whom have dedicated decades of service to the Concours. “Seeing what these students are accomplishing and the excitement surrounding this vocational training in our community is truly inspiring,” said Dennis Palma, who oversees Concours volunteers for show field management and the Pebble Beach Tour d'Elegance.

Our tour concluded at the Drummond Culinary Academy, where students treated us to an exceptional dining experience, serving each course with grace and skill. As pistachio panna cotta was served for dessert, Committee Chair Larry Walker inspired even greater generosity, proposing a well-deserved “tip” for the culinary students, prompting contributions from all. The meal was a fitting testament to the remarkable potential fostered at Rancho Cielo, leaving us with a deep appreciation for the young talent and dedicated donors of our car community.

74th PEBBLE BEACH CONCOURS d'ELEGANCE

Sunday, August 17, 2025

Click here to purchase your tickets to the Pebble Beach Concours d'Elegance.

GENERAL ADMISSION

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

CLUB d'ELEGANCE

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

THE VENUE *Above the Concept Lawn*

The Venue Above the Concept Lawn enjoys the very best view of the automotive industry's latest concepts. Not only will you enjoy great cars while walking the show field, but this VIP experience offers a sweeping view of all the concept cars while providing an enhanced continental breakfast, gourmet luncheon buffet, and all-day hosted beverage service.



THE CONCOURS GALLERY *at the Gallery Café*

The Concours Gallery offers panoramic views of the Concept Lawn and First Fairway displays through sweeping windows and a wrap-around balcony. This VIP experience includes an enhanced continental breakfast, gourmet luncheon buffet, and all-day hosted beverage service inside the Gallery Café.

PATRON'S PATIO *at the Winner's Circle*

Hear the roar of the engines with a seat right next to the action at our outdoor Patron's Patio, located adjacent to the Awards Ramp. This premier-level VIP experience includes an enhanced continental breakfast, gourmet luncheon buffet, and all-day hosted beverage service so you can sit back and relax while each of the newly-awarded winners parade before you as they exit the Awards Ramp.



CHAIRMAN'S HOSPITALITY *at The Lodge*

The ultimate VIP experience, located inside Stillwater Bar & Grill with an enhanced continental breakfast, gourmet luncheon buffet, and all-day hosted beverage service. From the comfort of your seat, enjoy a panoramic view of the show field and a direct overview of all the winners driving up to the awards ramp. You won't want to miss the spectacular view of the Best of Show presentation when the winner is announced!

The 1909 Alco 40 HP Runabout of Bruce McCaw makes its way onto our competition field. It went on to place Third in Class.



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