

Goodwood). This \$5+ million Le Mans winner was involved in a three-car accident on the first lap of the Group 4A event with Stirling Moss at the wheel. To add insult to injury, the whole shunt was seen live on national television, for Speedvision recorded it from several camera angles. On David Letterman's show several days later, Moss would declare the accident was not his fault, although those who saw the incident at Laguna Seca and on television beg to differ.



This now throws the spotlight on one of the basic rules of conduct at the Monterey Historics: Any person overtaking another is responsible for the outcome. Thus, if the passer instigates an incident sufficient to cause damage and is considered at fault, he or she is not eligible to participate in that event for at least 12 months. Moss, as you may recall, sat out Monterey in 1998 after an incident in 1997, proving beyond doubt that HMSA's rules apply to everybody.

The situation becomes a bit awkward for next year's event, where Maserati is the featured marque and Moss the greatest surviving Maserati driver from racing's golden age.

DAIMLER TAKES TOP PRIZE AT PEBBLE

For many Pebble Beach judges this year, the key question was, "Do I vote for the most beautiful or the most spectacular car as Best of Show?" As the Concours wound down, the two top runners for the collector car world's most coveted trophy were a 1938 Alfa Romeo 8C 2900 B Touring Spyder and a 1932 Daimler Double Six Martin Walter Sport Saloon. Making matters more difficult for the judges, the two were parked next to each other in the Winner's Circle. At the end of the day, the imposing Daimler proved victorious over the little Alfa.

PEBBLE BEACH FERRARI CLASS WINNER DECIDED BY TIEBREAKER

Two years ago, the organizers of Pebble Beach wanted to let everyone know they have always believed cars are meant to be driven and so they created the "Pebble Beach Tour," a 50-mile jaunt around the Monterey Peninsula, open only to the Concours participants. Not only would the Tour allow area residents who wouldn't nor-

mally attend the show to see many of the cars on exhibit, but it would also serve as a tie-breaker—any car participating in the Tour would win when tied with one that did not. That is exactly what happened in one of the Ferrari classes, which are traditionally among the concours' most difficult. After judging was completed, two Ferrari 166 Barchettas had 99.5 points each. After a lengthy deliberation on condition and originality, the judges had to invoke the tie-breaker rule, handing noted Ferrari collector (and driver) Jon Shirley the victory.

ALFA SELLS FOR \$4 MILLION

A 1937 Alfa Romeo 8C 2900 B with coachwork by Pininfarina sold for \$4,072,500 at Christie's at Pebble Beach Auction. The largest single lot sold at auction this year, this particular 8C was originally purchased by Italian industrialist Piero Dusio. Dusio successfully campaigned the car, finishing third at 1937 Mille Miglia behind two Alfa works cars and winning the Stelvio Hillclimb the following year. In 1939, the spider corsa body was rebodied by Pininfarina as a sporting two-seat cabriolet. After the war, the car changed hands several times, then quietly ended up in Switzerland, where the owner installed a Chrysler engine! After it was purchased in 1989, it was reunited with its original, twin-supercharged motor. When a total restoration was finished in the early 1990s, the Alfa competed in events such as the Mille Miglia. Its new owners are the Auriana brothers, who are amassing one of the country's preeminent collections of pre- and post-war Italian exotics and race cars.

MONTEREY 2000 HEADLINERS

The Pebble Beach/Monterey weekend events have started announcing their millennium headliners. Concorso Italiano, to be held on Friday, August 18, will feature Ferrari and Pininfarina. There will also be a marvelous tribute to the "little guys," which will have a number of displays from key subcontractors such as Franco Gavina (interiors) and Schedoni (leather, luggage). The Monterey Historic Races will see a glorious display of competition Maseratis as a prelude to the marque's return to the American market in 2001/2002. Pebble Beach will have its 50th Anniversary Concours on Sunday, August 20. To commemorate the special occasion, Pebble is planning on bringing together a number of groups of the "great cars." Included in this exhibit will be reunions of the Bugatti Royales and the Alfa Romeo BATs. Coming together for the first time ever will be all 14 Talbot Lago Teardrops and Auburn Boattail Speedsters. The Concours' traditional pre-war and post-war features have yet to be announced.

HIGHEST BIDDER

From the Christie's Exceptional Motor Cars auction, August 29, 1999
Pebble Beach

1937 ALFA ROMEO 8C 2900B CABRIOLET, S/N 412012, gunmetal gray/gray leather. Driven by Cisitalia creator Piero Dusio to 3rd place in the 1938 Mille Miglia. Rebodied by Pinin Farina around 1939. Excellent condition with little evidence of use beyond some stone chips on the nose. Offered at No Reserve and



SOLD AT \$4,072,500. Rarely do any of the 30 or so remaining 2.9s show up at public auction, and even less often at No Reserve, making this a truly noteworthy sale.

1962 ASTON MARTIN DB4 SERIES IV COUPE, S/N DB4/801/L, black/dark red leather, gray carpets. Chrome wire wheels, Blaupunkt AM-FM-SW radio. Road & Track cover car. Good older repaint and decent interior that could stand a thorough cleaning. A careful older restoration. **SOLD AT \$96,000.** You would expect a DB4 in this



condition to bring around \$50,000 - so either the Aston market has made a major recovery, or there were just two people in the audience that really had to have this car. We choose the latter.

Courtesy of **KEITH MARTIN SPORTS CAR MARKET**
(503) 252-5812

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