

SHERRI COLLINS
finds the
Motorsport
Gathering of
exceptional
mien

THE QUAIL



PETER BROCKPHOTOS



Clockwise from below, far left: The most American of racecars were Lance Reventlow's Scarabs. The Chevrolet V-8 prepared by Jim Travers and Frank Coons (soon to be Traco Engineering) hammered the best of the Europeans, then Leo Goosen's Offy-esque Scarab desmodromic F1 engine was brilliant, but out of technical synch with its era. Arguably the most beautiful Ferraris of all time were the 250 GT Series I Cabriolets. There were 40 built and 20 of the remaining 32 were on the peninsula. Below: Briggs Cunningham was the most American of sportsmen. He tried to win Le Mans, first in his all-American Cunninghams and then moved to Jaguar and Listers, and finally Corvettes, but his first American sports car was (below left) Col. Jesse Vincent's Packard prototype with a big eight in a six chassis modified by Cunningham, while a student at Yale in 1928.

Can a gathering be said to have a mien, since the word is meant to apply to a person's (and not a thing's) "appearance, bearing, or posture...as an indication of mood or character"? In the case of The Quail, the answer is a definite yes. The event's appearance and character set it apart from the others held during the Monterey Historics week. The first distinction is its tagline: A Motorsport Gathering. Befitting the name, the Quail is small in both size and crowd—but not in scope or amenities. Unlike other events, where the cost of extras can frequently exceed the original entry fee, the ticket price of \$200 includes everything—

exquisite food, wine tasting, the event magazine and poster, and entry to Bonhams & Butterfields auction. And, by limiting adult tickets to a mere 3,000, you can actually see the splendid array of 120 vehicles from any angle or distance, instead of a bobbing and weaving around a sea of bodies for a glimpse of a body panel.

This year's vehicular array was particularly splendid, indeed. In celebration of the 50th anniversary of the Ferrari 250 GT Series I Cabriolet, the Quail gathered together the largest exhibit (20 of the remaining 32 out of 40) of the marque's first series soft-top. Ferraris are de rigueur during

Monterey, but these 20 convertibles set the benchmark for every event that week.

The Quail also celebrated the 75th anniversary of the Monte Carlo Rally: a stunning example of which was found in a 1933 Alfa Romeo 8C 2300. This year also marked 50 years of racing at Laguna Seca and the 100th anniversary of Briggs Cunningham's birth. For the former, a bevy of race-

bred Corvettes, 'Stangs and others from the Monterey Historics roared onto the field in a show of brute horsepower. The latter was distinguished by several Cunningham racecars, including a 1952 C-4R, which took best of show, and the awe-inspiring 1939 Bu-Merc Racing Sports Car.

If you missed out on The Quail this year, by any means fair or otherwise, get yourself a ticket for next year's event. Its mien sets it apart from all other shows. Exclusive and exquisite in function and form, The Quail is a true motorsport gathering, as these images attest.

CUNNINGHAM PHOTOS BY MARIAN SAVAGE