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HOT Bratwurst and a COLD beer would have hit spot. Better still might have been one of the nice box lunches that a lot of caterers know how to prepare and serve.

After 424 words on LUNCH best I get back to the really important stuff—the cars. The collection of Alpha Romeos was outstanding. The featured entrant was the jazzy looking Alpha Romeo Tipo 105.33. When the Tipo 33 made its racing debut it was powered by a mid-engine 2-litre V8 and won its first outing, a 1967 hill climb in Belgium. This car, a Tipo 33/2B “Daytona” was imported to the United States along with several other stable mates to compete in the 1968 Daytona 24-hour endurance race and compete they did, to finish 1, 2 and 3 in the two litre class as well as 5, 6 and 7 overall. Over the next few years, after evolutionary changes in suspension and with a new larger engine this series won the World Championship of Manufacturers in 1975 with a Fiat 12 powered 33TT12 and again in 1977 with the 33SC12.

There were four classes devoted strictly to Ford underbirds. I am not much of an expert on underbirds, I think they are attractively styled but I sure can't tell the difference between a 1955 and a 1956 and a 1957, but each had its separate class. The underbird was an instantly popular car with 4000 orders waiting at the time the first T-Bird left the production line on Oct.22, 1954. The rarest of the Classic underbirds is the 1956 with a production total of 15,631. This model incorporated the first of Ford Corporation's new safety concepts which included an energy-absorbing passenger-side instrument panel, a concave safety steering wheel, safety door latches and a shatter-resistant mirror. Seatbelts were optional. Ford sales did not tout these safety features very long—they found out that new-car buyers did not want to talk or think about possible crashes in the new car showroom. This lack of safety concern was quite prevalent—even in 1960 when I was safety officer at Hiller Aircraft in Palo Alto. We offered—if the employee would buy the seat belts for \$10—to install them free on Saturday at the plant—we were not overwhelmed with customers.

The Jaguars and JAG Club members were fairly well represented at the show. In class M—Foreign Sports Cars up to 1962 there were three Jaguars: 1953 Jaguar XK 120 FHC owned by Dick & Norma France; 1955 Jaguar XK 140 FHC-SE owned by Geoffrey Horton, and a 1958 Jaguar XK 150 OTS owned by Mark Church with this later Jaguar winning the special award for “Most Elegant Open Post WW II Car”. In Class N—Foreign Sports Cars 1963 to 1975 there were three more Jaguars: 1965 Jaguar XKE owned by Mark Hacker; a 1972 Jaguar Series III E-type owned by JAG member Tony Leopilos, and a 1966 Jaguar XKE owned by Carl Madson with this later Jaguar winning both third in class and the special award for the “Most Elegant Closed Post WW II Car.” In Class P—Foreign Passenger Cars through 1959: there were two Jaguars: 1948 Jaguar Mark IV owned by Grady Rosier and a 1959 Jaguar Mark IX owned by JAG members Steve Silen & Jean Mansen with their Mark IX taking the award for third in class. JAG members Bruce & Juana Wagner, with their 1980 Maserati Merak SS, won the award for third in class plus the special “Owner's Choice Award”. JAG members Larry Solomon and Mike & Jo Hernandez both had 1967 Ferrari 330s entered with Larry taking first in class. JAG members Bob & Ellen Cole won a third in class award for their 1935 Bentley Sportsman Coupe. The “Best in Show” Award went to 1933 Rolls Royce PII Continental Drophead Coupe owned by Jay & Christina Moore from Lahaina Hawaii. Congratulations to all the winners and particularly to the JAG Club members.

In addition to the foregoing it was nice to see Mark Miller, Jim Burke, Steve Gordon, Les Hamilton, Bill Brooks and Emile Dell'Aquila owner of Emile's Sports Car Performance in Santa Cruz.

Overall it was a very well organized and run Concours and a definite improvement over prior years. Our thanks to Chairman Rob Fisher and Vice-Chairman Ted Dobos and all the hard working volunteers and sponsors that made it all happen. I am now looking forward to next year.