

July - September 2016

## A Car Show with Humble Beginnings - by Neal Hotelling

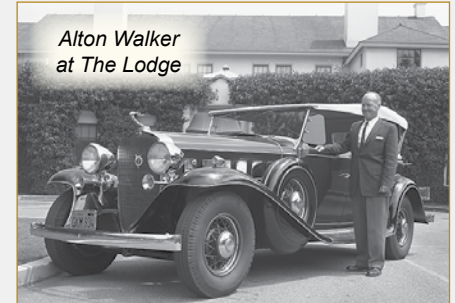
Sixty-six years ago, a group of car enthusiasts quickly planned a first of its kind event at Pebble Beach – Road Races. In a matter of months, spurred on by friends of John Boit Morse, son of the founder and then serving as company president (his 65-year old father was Chairman), they developed plans for the first annual Pebble Beach Road Races to be held in November 1950 on the roads of Del Monte Forest.



First Concours 1950 (All photos by J.P. Graham, PBC Archives)

The Sports Car Club of America (SCCA) was formed in 1944, and enthusiasm for racing in America grew quickly after many of the young men who fought in Europe experienced the small and fast MGs and Jaguars they found there. An SCCA group formed in the San Francisco area, but their “road races” were mostly set up with cones on unused airstrips, like Moffett Field. They longed to legally race on real roads like racers did in Europe. The SCCA sanctioned the races at Pebble Beach and drivers brought their cars from all over the state. Kjell Qvale (Shēl Kə-VAHL-ee), a San Francisco car importer deserves much of the credit for the organization of the races.

Hearing about the big event, Forest resident Alton Walker added another idea – a car exhibition. In just a few weeks a car show was planned as an addition to the races. An avid car collector, Walker served as



Alton Walker  
at The Lodge

Chairman of the first Pebble Beach Concours d'Elegance and entered five cars from his collection – four were pre-1920, the earliest was a 1905 Franklin. His fifth entry was a 1948 MG-TC. Of the 24 other cars on the short list of exhibition entrants listed in the race program, only five were more than five years old, and ten were current 1950 models. The display was set up near the tennis courts where the Pebble Beach driving range was located at the time. Gwenn Graham, the Company's publicist, and wife of photographer Julian Graham worked with Walker on arrangements for the car show, and continued to oversee it for the rest of her life. From 1969 to 1971, the event bore her name as a tribute to her dedication.

The first Best of Show winner wasn't a classic car, nor one listed in the program; it was a one-of-a-kind car called the Edwards Special. Sterling



Edwards Special  
Best of Show  
1950 Concours

Edwards, another of the race organizers, built his own race car. Edwards was one of the top racers in the West. He hand built this car of his own design on a tubular steel chassis, with independent four-wheel

(Continued on page 3)

## Our Closed-cone Pines - Annie Holdren

*Nature Notes from the Pacific Grove Museum of Natural History*

The Del Monte Forest is known for—in fact, named for—its distinctive Monterey pines. The tall trees form a fog-dripping canopy above an open carpet of pine needles, where people have walked for uncounted centuries.



*Photo credit: kilwirraarchitects*

Monterey pines are closed-cone pines. When cool and moist weather persists, the pines' cones may remain closed for several years. Their seeds can remain viable for decades.

If the weather becomes warm and dry, explore a trail under the pines. Inhale deeply to smell the faintly aromatic resins released by the trees. You will also hear the surprising sound of popping pine cones.

This area's earliest residents, the Rumsien Ohlone, harvested the seeds of Monterey pines. They didn't wait for hot weather however. They set fires, which raced quickly through the forests without killing the trees.

Monterey pines are actually adapted to fire, and their reproduction rates are greatest after surface fire in which the parent trees survive. Key to this strategy, however, is an absence of brushy undergrowth that might fuel a hotter fire. By setting regular fires, the Rumsien kept the forest clear.

As a homeowner in the Del Monte Forest today, cut the brush to keep your property fire-safe.

## Advanced Heart Monitors Save Lives

The new District cardiac monitor sends EKGs directly to the hospital.

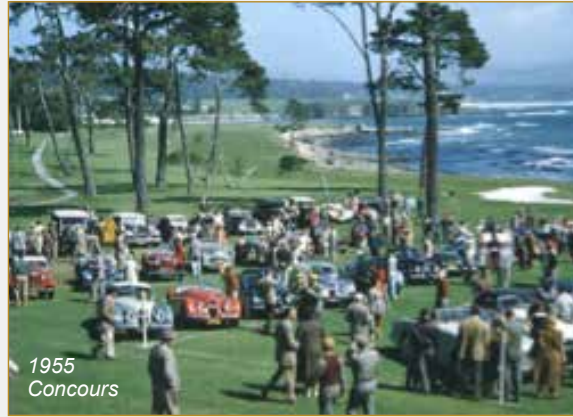


The Pebble Beach Community Services District's new cardiac monitors can now transmit electrocardiograms (EKGs) to the receiving hospital so physicians are ready to treat a patient immediately upon arrival. Pebble Beach fire engines are the first in Monterey County to have the monitors, which are designed specifically for pre-hospital use.

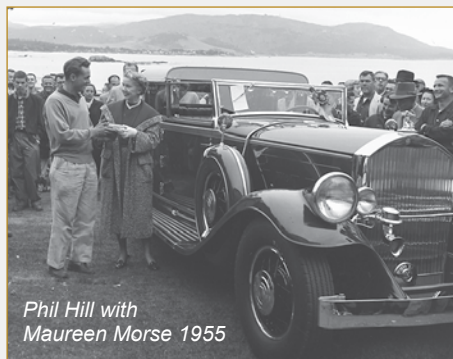
"Minutes count when you're having a severe heart attack," said Battalion Chief Nate Armstrong. "Emergency responders usually arrive three to five minutes before an ambulance, so now hospitals will get information more quickly." The advanced monitors can also accurately detect and display a patient's underlying cardiac rhythm even during CPR, so responders don't have to stop compressions to get a reading. This is important because minimal interruption during CPR is vital in achieving positive outcomes. The monitors are soon to be upgraded so they can measure the level of carbon monoxide in a patient's blood. "All these features help us reach our goal to provide the best possible care to the residents and visitors of Pebble Beach," says Chief Armstrong.



suspension and an all-aluminum body, powered by a Ford V-8-60, 2500 cc engine at a cost of about \$16,000. For perspective, you could buy a home on the Monterey Peninsula in 1950 for \$16,000. He won the 1950 Del Monte Trophy for his class (1500cc-3000cc) and was running second for the Pebble Beach Cup (best of all classes) when his brakes failed in lap 20 and he was forced to the pits. Phil Hill won the race in a 1950 Jaguar XK-120, but the Edwards Special was impressive enough to win Best of Show.



The quickly planned event was so popular that a second was planned for the spring. The second Pebble Beach Road Races were run on May 11, 1951. Again the display of cars near the tennis courts was dominated by modern sports cars. From 1952-1956 the Pebble Beach Road Races were held in April. The races remained the main event; the site of the Concours was moved to the lawn behind The Lodge in 1952. The still smallish display did not interfere with golfers who were still able to play all 18 holes of the course. In 1955, a classic car finally was awarded Best of Show. Phil Hill, whose racing prowess was growing legendary, won the main race in his Ferrari Monza on a very wet track that year. In addition to racing, he had become a car restorer and his restored 1926 Pierce Arrow won Best of Show.



The 1956 races were the last at Pebble Beach.

Driver Ernie McAfee was killed when his car collided with a tree. There had been other accidents over the years, but never fatal. S.F.B. Morse contacted General McClure at Fort Ord about getting a piece of unused federal land, and in short order, the Sports Car Racing

Association of the Monterey Peninsula (SCRAMP) was formed and built a new track at Laguna Seca that was patterned after the route at Pebble Beach. The first race meet was held on November 9-10, 1957 and billed as "The 8th Annual Pebble Beach at Laguna Seca National Championship Sports Car Road Races." It was the last race that used the Pebble Beach name.

Although the races moved to Laguna Seca, the Concours remained at Pebble Beach. A one-dollar entry fee was charged to spectators for the 1959 Concours to benefit the new Community Hospital that was under construction. The Concours continued to grow as a charity event with Lorin Tryon and Jules Heumann serving as co-chairs to help the company's Marketing staff. In 1985, it brought together the only six Bugatti Royales ever built. These were amazingly large, powerful, luxurious and expensive cars when they were built between 1927 and 1933, and are in collections scattered around the world. It helped establish the Pebble Beach Concours d'Elegance as the best of all car shows, and it has only gotten bigger. In 1991, Sandra Button went from running multiple events as part of the Marketing staff to managing the Concours full time with a year-round team and hundreds of volunteers dedicated to making each one better than the last. ☺



DMFC Board President, Suha Kilic

The Del Monte Forest Conservancy is proud to introduce its newest Board President, Suha Kilic. The Conservancy is pleased to have Suha assume this position.

Being an active Board member since 2010, Suha has served as Board Treasurer and as Chairman of the

Development Committee, contributing greatly to the organization's mission.

Suha came to the Monterey Peninsula 30 years ago from Istanbul, Turkey. He is a graduate of the Naval Post Graduate School and attended Golden Gate University's MBA Program both here in Monterey.

Suha is the Deputy General Manager/CFO of the Pebble Beach Community Services District. As a diligent community servant, he was a Board member of the American Red Cross Monterey Bay Chapter (2009-2012). In addition to his new position as President of the Del Monte Forest Conservancy, Suha is currently

chair of the Monterey County Treasury Oversight Committee and president of the Monterey Cannery Row Rotary Club. He has been instrumental in promoting DMFC, giving presentations and encouraging others to learn more about the Del Monte Forest. Suha said, "I am grateful for the quality of life and friendships I have found here. I am genuinely interested in helping the Conservancy to accomplish its mission of managing and protecting this amazing land for the enjoyment of current and future generations."

The Conservancy office is located next to the Fire Station on Lopez Road. Maps of all the enjoyable and educational trail walks within the Del Monte Forest are available upon request by emailing [dmfc@delmonteforestconservancy.org](mailto:dmfc@delmonteforestconservancy.org). The Conservancy's Indian Village Picnic Area near Bird Rock is available for rental by forest residents. The recently restored historic Casita de Lemos (or "Gingerbread House") is owned by the Conservancy and residents are encouraged to consider renting the cottage for a relaxing stay. For more information call (831) 373-1293 or visit: [delmonteforestconservancy.org](http://delmonteforestconservancy.org).

### "A Table Affair" in April Draws Hundreds

The 13th Annual "A Table Affair" was held at the Conference Center, The Lodge on Thursday, April 21 from 2:00 p.m. - 6:00 p.m. There were 39 tables on display and approximately 400 guests were delighted with the imaginative and colorful creations. An extra feature this year was the sale of gift certificates donated by generous restaurant owners.



The beneficiary, AIM for Mental Health, founded in 2014 to fund clinical research to find cures for mental disorders in youth, received \$7,500 raised at the event.

The co-sponsors of "A Table Affair-2016" were Pebble Beach Company and Bank of America and their support is gratefully acknowledged. - Averil Nero

# ROAD WORK AHEAD



The following repaving projects are planned to be completed by November 2016:

- Lake Court
- Ondulado (Stevenson to Alva)
- Sunridge (Costanilla to Chamisal)
- Cantera Court (Ronda to End)
- Del Ciervo (Macomber to 17 Mile Drive)
- Deer Path (Ronda to Spruance)
- Ronda (Sunridge to Sunridge)
- Stevenson (Ondulado to Cypress)
- Mora Way (Sunridge to End)
- Cypress Point Lookout (From 17 Mile Drive and Parking Lot)
- Misc. Large Patching & Asphalt Repairs

Roads to be slurry sealed: **Crespi**

(The above list is subject to change based on adverse weather conditions, timing of local utility projects, and other unexpected conditions.)

- \* The Forest has approximately 75 miles of roads.
- \* PBC uses a state of the-art road survey computer database to prioritize roads in need of maintenance.

- \* Historically, Pebble Beach Company (PBC or Company) has spent approximately \$500,000 per year on road maintenance by outside contractors (Pavex, Granite, etc.) or about \$7,000 per mile of road (by comparison, the County of Monterey historically spends about \$2,000 per mile of road).
- \* For the last five years, with input from the DMFPO, the Company committed to spend approximately \$900,000 on various road projects, or almost double its historic budget.
- \* For 2016, again after input from the DMFPO, PBC has committed to spend almost \$1,000,000 on road maintenance projects.
- \* Pebble Beach Community Services District (PBCSD) continues to provide additional funding to repave/repair roads that are damaged as a result of its sewer and water line replacement projects, or undergrounding utility lines projects.
- \* In addition to its annual contractor costs, PBC employs 4 full-time road maintenance employees at an annual cost of \$300,000. PBC's crew handles more routine road maintenance work such as patching, filling potholes, clearing drain lines, minor restriping, etc.
- \* The PBC contact for road condition/maintenance is Shawn Casey, Vice President, Resource Management, 625-8435. Shawn has been with PBC for 37 years and is the person most knowledgeable about the Forest road system. Please feel free to contact with questions.



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California Corporation*  
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## DMFPO DIRECTORS

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Bart Bruno  
Charles Delahay  
Bob Hutchison  
Maureen Lyon  
Jo Perron  
Lucy Silva*

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## NEWSLETTER

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PROPERTY OWNERS**

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**Pebble Beach**

**Property Owners**

Consider applying for a position  
on the DMFPO board of  
directors, or getting involved  
in the Roads and Land Use,  
Traffic and Safety, or Public  
Relations Committees.

For more information,  
email [office@dmfpo.org](mailto:office@dmfpo.org), or call  
the DMFPO office at  
(831) 373-1618.

*Check out the DMFPO website at <http://dmfpo.org>*

**OPEN  
TO THE  
PUBLIC**

**iTNMontereyCounty**  
*Presents*  
**Age Well  
Drive Smart**  
**CHP Older Driver Program**

*Completion of this workshop may result in savings on your auto insurance\**

**Pebble Beach Community Services  
District Office**

3101 Forest Lake Drive, Pebble Beach, CA 93953

Reserve Your Place via email: [office@dmfpo.org](mailto:office@dmfpo.org)

**Sunday, September 25th  
1:00 to 3:00 pm**

*\*Participants will receive a certificate of completion that may be accepted by their  
auto insurance and result in a discounted premium.*



**iTNMontereyCounty**  
Dignified transportation for seniors



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MONTEREY-SALINAS TRANSIT

