

AN UNDERDOG'S DESTINY at PEBBLE BEACH...

by Leland Powels



Its 4:30 am on a cold, misty, rainy Thursday morning. I am inside my friend Larry's enclosed trailer sitting in my favorite Lincoln wondering what I am doing here waiting to take my place in the lineup at the Pebble Beach Tour de' Elegance.

I have been up since 3:00 am and have been working for 6 months to get here.

It takes some time for my car to warm up so I pressed down on my floor starter and with the help of a new optimum battery borrowed from a friend, my Lincoln made the familiar whirling sound as the starter generator kicked in and she fired up.

There was a point in time that my dream of bringing my Lincoln here was over, but even so, here I was, about to take the tour in a Locke Roadster that had never even been submitted to the Concours.

As my mind wandered back to the beginning of this adventure almost a year and a half ago, I remember I had heard Pebble Beach was going to feature the Lincoln marque in 2013. If I decided to enter the Concours, I was sure I had a good chance to show my 1930 Locke Roadster.

My Lincoln is one of very few produced and is one of even fewer in existence on the road.

Shortly after hearing the news of the featured marque for Pebble, an unfortunate turn of events happened. The town where my car is garaged had a 100th Anniversary at the end of September 2012. It seemed like the entire neighborhood went crazy and shot their guns off in the air thinking that this was some wonderful way to celebrate.

The next morning, I opened my garage to see my beloved car, and found that a 9mm bullet had passed through the roof and into the rumble seat deck lid. A huge hole with a giant piece of paint peeled was staring me in the face. The ascot maroon lacquer paint job that I love so much and that was over 35 years old was destroyed. There would be no hope to match it, nor would I have the money to attack this new problem. It was like having one of my children wounded in some terrible accident. There was no way I could enter my favorite Lincoln car now.

After a few weeks, I began working on another one of my Lincolns, a Willoughby limousine, hoping that Pebble Beach might accept it even though it wasn't as flashy as the roadster.

When my entry forms came sometime during the last part of 2012 for the 2013 Concours, I was shocked to find out that not only was it the year of the Lincoln, but it was also the year of the Simplex automobile, which was built in the early part of the 20th Century. I am lucky enough to have one in my automotive collection that I restored with my father in the 1980's.

I realized I must submit my Simplex as well as the Lincoln Willoughby Limousine, but in my heart, I was sad, because I really wanted to take my Lincoln Roadster which was now wounded and left unattended in the garage.

When my application form came back, they had accepted my Simplex but no talk of the Lincoln. The Simplex was going. I had to get it running and it hadn't run in over 35 years. So I began a six month project, of working on the early car, getting the bugs out, getting it clean and shiny and at the same time realizing my health (which had not been the best) was getting worse.

The whole time I worked on the Simplex, I kept looking at the car parked next to it. There was my Lincoln Roadster and I was still wishing I could take it.

As time got close, the Simplex was ready. I was in terrible condition.

I wouldn't have been able to really pull it off without my friend Larry Boenzle who had offered to trailer the car to the event and help me with all of the hard work once we got there.

Days before we were ready to load the car, I mentioned to my friend Larry, I wished I was bringing my Lincoln instead of the Simplex, because of the great West Coast LOC meet that was going on at the same time as the Pebble Beach Concours. That's when he volunteered to take a two car trailer. So without any preparation, or any servicing, we stuffed my favorite Lincoln Roadster behind the Simplex and off we went.

My car was warmed up and it was time to push in the choke. I realized I could have been day dreaming for almost 15 minutes. It was time to back out of the trailer and into the rain.

As I pulled out into the darkness, there were fantastic cars everywhere. Everybody was scrambling to get their vehicles running and into the starting line. As I pulled up, the sun began to come up and the rain stopped. I realized I got there early enough because there were not too many cars in their positions yet.

As I sat there, again I wondered, how did I get here with my favorite Lincoln, in the lineup waiting to take the Tour de' Elegance, with no servicing of any kind and a fresh bullet hole in the rumble seat?

Well, when we first arrived at Pebble Beach the day before, we had to find a spot to park our trailer. We were surrounded by what seemed like an ocean of gigantic eighteen wheeler trucks filled with some of the greatest vintage vehicles in the world. I wasn't really sure what to do, being that it was my first time at this great event.

A big part of it all is the tour.

The Pebble Beach Tour De' Elegance has been around since 1998. It consists of a leisurely circumnavigation of portions of the Monterey Peninsula and the famous 17 mile drive. It is driven by many of the 200 plus classic cars entered in the competition.

The point of the tour, and one of the reasons why it was added to the Concours, was to serve as a tie breaker for the event on Sunday. If two cars in Sunday's judging ended up in a tie, and only one of the cars took the tour, the one that had completed the tour would be class winner. It is now considered Pebble Beach gospel, that if you don't run in the tour, you can't win Best of Show, not to mention any of the class competitions.

I was told it was time to make my way down to the Pebble Beach office to pick up all of the paperwork for the event as well as secure my spot in the Tour de' Elegance.

This year it was over 100 miles of touring up some of the worst hills and twisting turning roads you have ever seen in your life. I could barely walk and the cramps and pain in my stomach was almost unbearable. I knew that cranking and starting my 600 cubic inch 100 year old Simplex with two wheel brakes would be a death sentence for both myself, my friend and my car. That's when I got the idea. It wouldn't hurt to ask, would it?

I stumbled into the office and into all of the chaos surrounding it.

The lady behind the counter pulled the package that was left for me with all of my information. I blurted out that I was physically unable to drive my Simplex on the Thursday tour and because it was the year of the Lincoln, I had brought my 1930 Lincoln Roadster and couldn't I take it instead?

The lady said, "I don't know, you are supposed to take the car that you will be entering in the Concours on Sunday."

At that point I turned to Marissa and told her to pull up some photos of the 1930 Lincoln Locke Roadster on our borrowed ipad to show the lady. It was a really beautiful picture of the car and I hoped that by seeing it, it would persuade her.

Suddenly from across the room a gentleman walked over and said, "Let me see that".

He said, "That's a beautiful car", "Those are the kind of Lincolns that we want on the tour, I'll see if I can bend the rules a little for you".

As it turns out, he was in charge of the whole Tour de' Elegance and he got me and "Destiny" in.

That's what I call my Lincoln. When my father owned it, I used to have to keep it polished and cleaned. For twenty long years, I was only allowed to watch over it but I could not drive it.

I used to dream about driving it down Highway 1 someday and through Big Sur. Now, my dream was becoming a reality.

As I sat in the car and idled, Porsches, Ferraris, Packards, Auburns, Lamborghinis, Cadillacs, Deussenbergs, Bugattis, the most expensive Mercedes I had ever seen, pulled up all around me. Everybody looked like they were millionaires or at least professional race car drivers. It was like the beginning of the Monte Carlo race in Monaco.

I realized, I had about twenty bucks in my pocket and I hadn't done anything except put water in the radiator and gas in the gas tank in a car I hadn't serviced for two years and had a bullet hole



First arrival in the line up



LOC member Tony Henkels



Starting Line



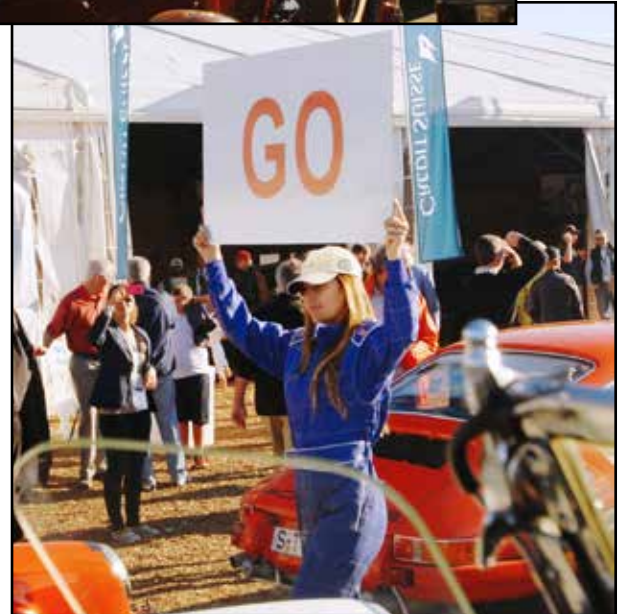
The start of the Laguna Seca track.



Start Your Engines



A good action shot from inside David Schultz's Judkins Coupe.



Go Girl

Pretty girls with racing jumpsuits and signs that said, "Start Your Engines" and "Go", started everything.

For a few minutes it did seem like the beginning of the famous race at Monaco. It had the kind of feeling like it was the 24-hour race at Le Mans. It also had the feel of the beginning of the movie "The Great Race" with all of the confusion of cars, stalling people, turning the wrong way, and even some slight accidents, but as we headed along the route and along the 17 mile drive, what seemed like acres of lush cypress and tall pines loomed over me.

The ocean beside me bellowed and roared crashing into the coastline spilling white foam into the sand. There's no doubt this rugged peninsula country could give the French Riviera some tough competition, but this morning my mind really wasn't on the scenery.

in it. I was thinking, maybe I was out of my league.

I started to sweat and got terrified. Everybody was there. Cameras were taking pictures of me from every direction. Everybody and their brother wanted to ride in the rumble seat. But there was no room. How could I explain to them I had an un-serviced car and the rumble seat was filled with tools and equipment in case I broke down? I was amazed at how many LOC members got up this early to see a bunch of old cars.

After talking with about 25 or 30 LOC members, and what seemed like the entire population of the car world, the loud speaker said it was time to take off.

I was thinking about every sound and thump that my car was making as I followed a Packard and later a Ferrari.

Our first destination was going to be the Laguna Seca race track. This had been added this year to the tour.

As I arrived with the first batch of cars at Laguna Seca, I was pleased that almost all of the LOC members and their Lincolns were right there with me at the same time. At first I saw Bob Berry blasting along, opening up his Lincoln Phaeton and then as I stomped down and was in one corner I looked over and there was David Schultz



Approaching the finish line.



Leaving the track and continuing the tour.

in his Judkins Coupe. It was hard to keep from crashing into the car in front of me because I kept looking all over the place. That is when my friend Larry mentioned, I might want to keep my eyes on the track.

At one point we were approaching 75 miles an hour. I think all of us were driving a little over our heads while we had the opportunity to. Most of us seemed to relish the opportunity to legally ignore speed limits.

We pulled off the track and back onto the road approaching and then entering State Highway 1. Heading south towards Big Sur, I was aware that this part of the highway had quite a history. California first began building Route 56 (The Carmel – San Simeon Highway),

before it became Highway 1 in 1919. As the tour continued, we passed up and down some very steep grades through some of the most beautiful roads in California. Sometimes the cars would bunch up like a vintage traffic jam, which would give you a chance to catch your breath. The California Highway Patrol on brand new BMW motorcycles did a great job keeping us all safe and spaced evenly. You would be amazed at how many people stand along the side of the road with cameras the entire route.

As we came upon Bixby Bridge, which was constructed, beginning in 1930 and finished in 1932, it was one of a number of bridges that needed to be built way back then, and the largest among them. When first built, it was sometimes referred to as the Rainbow

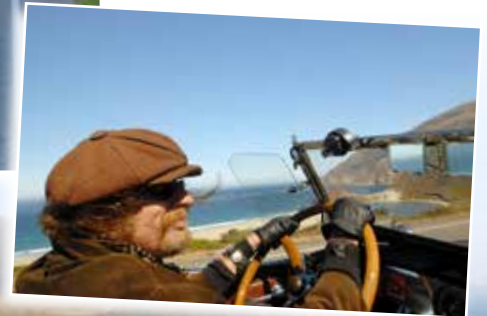
Bottom left hand corner (black and white photo) – Bixby Bridge construction in 1930

Bottom picture – Crossing the Bixby Bridge as it is today on the tour.

Center picture – A very impressive traffic jam.

Center right – One of the many fans of the tour taking photos along the route.

Picture of Leland – Behind the wheel living the dream.





James Bond car getting a ticket.



LOC member John Mozart's Simplex.

Bridge. You have seen this bridge in many commercials and some movies. There is even an old ghost story about a vintage bi-plane that flies under the bridge on foggy nights. It was really a thrill going over it as I looked at all the great cars in front and behind us.

As the halfway point of the tour came upon us, it was quite a job for us all to turn around and head back up the highway. Many of the sport cars (Ferraris and Lamborghinis and such) have a hard

time keeping the slower pace with our vintage cars. Most do a very good job, but one pompous individual driving the actual car from the James Bond movies (Aston Martin), went on the other side of the road, and opened up all the way, with cliffs that had drops hundreds of feet below. If another car had hit him head on, it would have been one heck of an accident involving all of us. All the drivers were quite shocked at this. We were relieved at the top of the mountain to see a very husky CHP officer, who had pulled the Aston Martin off the side of the road, explaining to this "Britisher" which side of the road is the correct side to drive on.

As the tour continued, I'd see Lincolns everywhere. I saw Gene Nau in his KB zooming up the mountain on the left side of me and John Mozart's freshly restored KB Roadster at one of our rest points. After a few hours and many mountains later, we reached our lunch stop in Carmel.



LOC member John Mozart's newly restored 32 KB Murphy Lincoln Roadster.

Bottom picture: Pulling into Carmel with all the celebration going on around us.

Carmel is a beautiful, small resort town, were 1937 K Lincoln owner, Clint Eastwood has been Mayor several times and has businesses there. Usually it is crowded on the weekends, but this Thursday, was like every living person on earth was there. And everyone had a camera. There were so many people they would swarm around our cars as we pulled up and they were clapping and cheering at us. You would have thought we were all returning from a trip to the moon. Everyone was so excited to see us. The media can't wait to poke a microphone in your face and ask you questions. You can't help but feel like you are a celebrity. Our lunch buffet was really first class.





Huge crowd around the cars.



Leaving Carmel and continuing the tour.



Mark Smith's KB after completing the tour.

Unfortunately, I am more like a third class kind of guy. I couldn't even recognize what some of the food was on the table. What I thought was tapioca, turned out to be caviar. I didn't realize that sturgeons worked so hard to lay these eggs that rich and famous people gobble up like candy.

I saw Stan Lucas for a minute who had taken a break from barreling along in his Lincoln Aero Phaeton. He agreed to be one of our new advertisers for the *Fork and Blade* promoting his tire company. As the champagne flowed, I hung out with, Bob Acquistapace and his son.

Now it was time to get back to the car. At first I couldn't even find it with all of the people surrounding our vehicles. After a hundred more questions and handshakes, I was back behind the wheel of my Destiny.

We zoomed along and Larry asked me how the brakes were holding up. I mentioned that I wished I had taken the time to adjust them before we left. Larry informed me that the Ferrari in front of me was worth over 8 million dollars. I gave a little more room between me and the car, which ended up winning first place in the Ferrari class at the show on Sunday.

As we approached the finish line at Pebble Beach, I saw more Lincolns parked everywhere. Mark Smith's 1932 KB Judkins Berline, which had completed the tour, parked in front of the Gooding auction tents looked terrific alongside the outstanding Minerva's and Hispano-Suiza's.

I completed the tour and turned my car off. I gave Destiny a little pat on her hood, just like a good Lincoln, she had gotten me there and back and not asked for anything in return except a little gas. Now it was time to go pick up my completion package. It was a bag full of wonderful goodies. The greatest thing I got there was my bright green completion ribbon. I think I will cherish it forever. This was a dream come true. There I was with my favorite car, and no one had even noticed the bullet hole the whole time. Goes to show you what an underdog like me can do with no money in his worn out Levi's and just a passion to enjoy his Destiny.

The day was not over there, now it was time to get ready for the Lincoln Motor Car Company's very own Lincoln kick-off party.

Because I was staying at the hotel where the LOC was having their Western Regional Meet, Marissa and I had to change our clothes in the parking lot in our car while waiting for the bus that would take us to the next event. This was being held at the Pebble Beach Tennis Club.

Reaching the Finish line.





The top three photos show the Lincoln Motor Car Company fountain, one of the new Lincoln on display and the great hospitality.



When we pulled up it was obvious that Lincoln had went all out for this party and they had graciously invited all LOC members. The new Lincolns were pretty neat. Quality booze was flowing everywhere. Not being a drinker, I asked if they had any water. They had the best water I have ever tasted. Everything was top drawer. I walked through the building steeped with history of the Pebble Beach Golf Tournaments, my eyes came upon the sun setting over

the beautiful bay and a huge pier with classic Lincolns parked on it. At the end of the dock was a yacht belonging to Edsel B. Ford II. There were three Lincolns parked along the pier. Bill Kuettel's Holbrook bodied L Model, Jack Passey's Dietrich KB, and Larry Carter's LeBaron Roadster. The cars were so shiny and clean and were placed on the pier all in the short amount of time since the tour ended. All three cars did the 100 mile + tour that day.

Most people took a ride and tour through Mr. Ford's yacht which was another opportunity that Bill Kuettel made happen for LOC members during the party that week.

I had a great time just sitting with Jack Passey on his running board having a chat. Later that evening when we went inside, the food was amazing, but the chocolate bars were really something special. They had towers of custom chocolates with the Lincoln emblems on them and even two different kinds of sipping chocolate. It tasted so good you would have thought it was illegal.

After some time spent chatting among Lincoln aficionados, we sauntered back outside to say our goodbyes, when we ran into

Picturesque pier full of great Lincolns.





LOC member and K Model expert Ernie Foster who pointed out Sir Jackie Stewart.

Jackie Stewart is a British former Formula One racing driver from Scotland and is nicknamed the “Flying Scot”. He competed in Formula One between 1965 and 1973, winning three World Driver Championships. He is well known in the United States as a color commentator of racing television broadcasts for ABC’s Wide World of Sports and ABC Sports, having worked in that role in the Indianapolis 500 from 1971 to 1981.

He has had a long association with the Ford Motor Company and also was one of the honorary judges at the Concours de’ Elegance.

As we left we saw a parade of classic Lincolns driving into the darkness.

When we got back to the hotel, my friend Larry and I stopped into the restaurant in the hotel lobby for an ice tea and to go over the day’s events. As the news came on the big screen TV, I couldn’t believe it, there was Destiny in full color. What a way to end a day.

There were many Lincoln events in between the Tour and the Concours as you might remember from the last issue of the *Fork and Blade*. Bill Kuettel and friends did so much for the LOC, it is hard to mention it all. His Friday BBQ’s and Swap meets are always beyond belief. He will be doing it again this August.

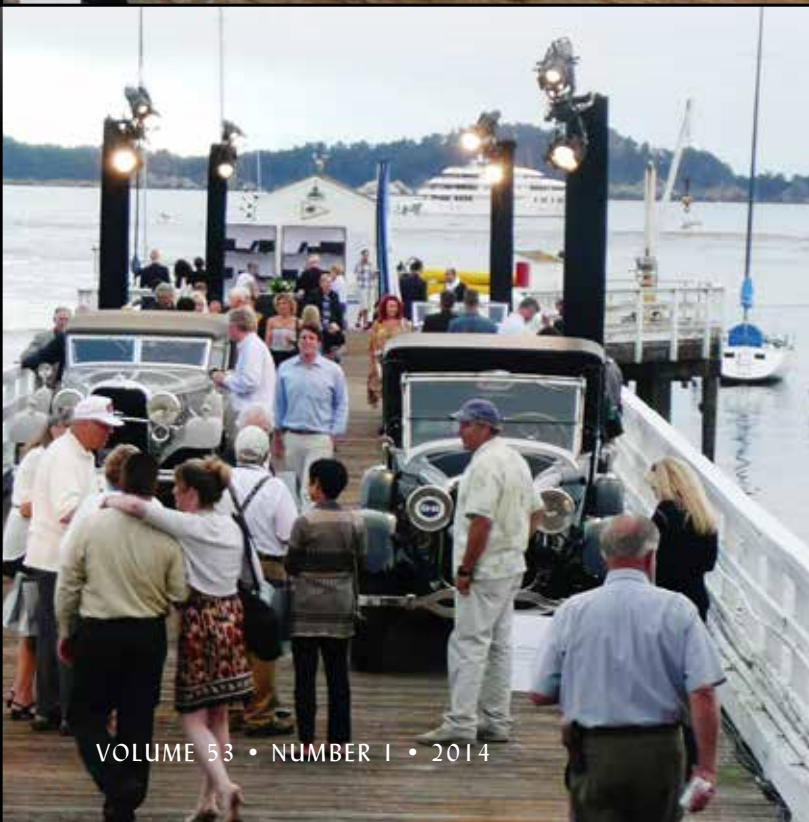


Top left photo – Sir Jackie Stewart poses with LOC member Ernie Foster and friend.

Second left photo – The Passey family. From left to right: Jack, Bill and Emily.

Third left photo – Lincolns on the pier with Edsel B. Ford II’s yacht in the background.

Bottom right – Bill and Dee Kuettel in front of their Lincoln.





Bob Sohl (on the left) and Gene Nau (on the right) are standing with another judge working hard judging the Lincolns.

Photo courtesy of LOC member Derek Brown of England.



In the Lineup on the way to the Concours with LOC member Byron Olsen's 35 Lincoln dealing with the smoke behind me.



Entering the Concours greeted by comedian Jay Leno with many other car fans.



Residents of Pebble Beach selling spaces for parking in their driveways.

When Sunday rolled around it was time for the Concours. As previously mentioned, I had entered my 100 year old Simplex. It is quite a monster. 600 Cubic inches mated to a double chain drive. Not the kind of car that is meant to go down narrow residential streets packed with 200 cars moving at a snails pace. Parking for spectators is so difficult there, I saw several people selling spots in their own driveways for \$50 each.

When we finally arrived and pulled onto the field, I waved to longtime friend and car enthusiast, Jay Leno as he greeted everyone. We found our way into the spot where all the Simplex cars were parked.

There were clusters of people with cameras, questions and good things to say. I wondered where the Lincolns were and I turned around and what a beautiful sight. There were over a dozen Lincolns with a picturesque bay behind them. Almost every one of them belonged to an LOC member.

It is hard to describe just how many people from all over the world were actually on that field and how many fine automobiles were on display. People might talk about it, but you have to see it to believe it. Some people seem to just want to make a statement. Women arrive wearing the most far out dresses that you can imagine. Some of the men have watches on that cost more than my house.

I was proud to see our LOC members drive up and receive their awards. To my own shock, I was elbowed by a judge and told, "Hey, get your car up there, you've won a trophy".

Third place for a 35 year old restoration that my dad and I had done?

I was never so proud. In all, it was an amazing event and an amazing time. Once you are accepted by the Pebble Beach Concours all you have to do is get there. They take care of everything else. It doesn't matter if you are an underdog or a millionaire. They treat you like a king.

I have to admit, by the time I rolled my Simplex back into the trailer, next to Destiny the Lincoln, tired and exhausted, I did feel like a king that had fulfilled his dream.

Don't ever be afraid of submitting your car at the Pebble Beach Concours de' Elegance, it's not just for the wealthy. It is for everyone that loves old cars.



The cars aren't the only ones polished and dressed up

Some people really get into the act with vintage clothes like LOC member Shawna Burch



1935 Lincoln K owned by Byron Olsen in the Preservation Class



Byron Olsen and judges



LOC members Bob and Barbara Acquistapace

Here is a list of the cars that were entered:

Class D-1

1921 Lincoln L Brunn Phaeton (the first Brunn Phateon ever made)

– Jack and Helen Nethercutt

1925 Lincoln L Brunn Roadster – Arnold Schmidt

1927 Lincoln Judkins Coaching Brougham – The National Automobile Museum

1929 Lincoln Locke Sport Phaeton – Robert and Diane Berry

1929 Lincoln LeBaron Aero Phaeton – Stan Lucas

1930 Lincoln Judkins Coupe – David Schultz

1930 Lincoln Judkins Berline – Rick Zobelein

1931 Lincoln Murphy Sport Phaeton – Stephen and Susan Babinsky

Class D-2

1932 Lincoln KB Murphy Roaster – John and Heather Mozart

1932 Lincoln KB Judkins Coupe – Gene and Ann Nau

1932 Lincoln Dietrich Convertible Sedan – Emily Passey

1933 Lincoln KB Dietrich Convertible Sedan – Roger Willbanks

1935 Lincoln K LeBaron Convertible Coupe – Chuck and Amy Spielman

1937 Lincoln K Willoughby 7 Passenger Touring – John Q. Graham

1938 Lincoln K Judkins Touring Coupe – Jack and Helen Nethercutt

Pre-War Preservation

1932 Lincoln KB Judkins Berline – Mark J. Smith

1933 Lincoln KB Judkins Coupe – Mark Morton

1935 Lincoln K Sedan – Byron and Alis Olsen

Here are a couple of LOC members that we know of that entered Lincolns made after 1939:

Class D-3 – Lincoln Zephyr and Continental

1942 Lincoln Continental Cabriolet – David Johnson

Class D-4 – Lincoln Custom Coachwork Post-War

1950 Lincoln Cosmopolitan Henney Limousine – Bob Acquistapace

Here is the list of winning LOC members at last year's 2013 Concours that we know of:

Class D-1 - Lincoln Custom Coachwork V-8:

1st Place – 1930 Lincoln Judkins Coupe - David Schultz

2nd place – 1925 Lincoln Brunn Roadster – Arnold Schmidt

3rd place – 1929 Lincoln Locke Sport Phaeton - Robert Berry

Class D-2 – Lincoln Custom Coachwork V-12:

1st place – 1932 Lincoln KB Murphy Roadster – John Mozart

2nd place – 1932 Lincoln KB Dietrich Convertible Sedan – Emily Passey