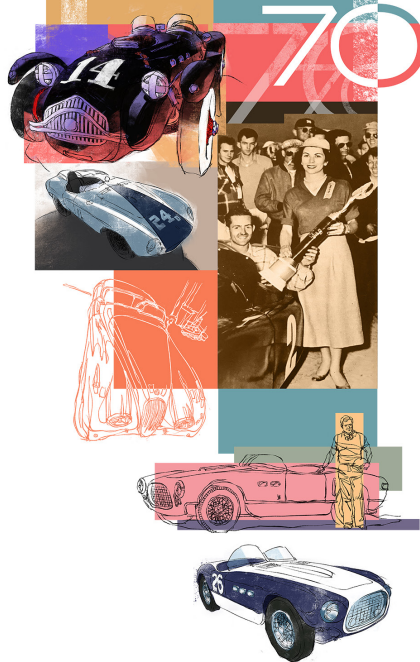


PEBBLE BEACH ROAD RACES

CELEBRATION



A VISUAL CELEBRATION OF THE ORIGINAL PEBBLE BEACH ROAD RACES 1950 - 1956

A legendary car race roared through the forests of Monterey in 1950, the first of many that spawned the granddaddy of motorsports events, The Pebble Beach Concours d'Elegance.

For 2021 the automotive community is celebrating the 70th anniversary of the first running of these road races during Monterey Car Week - August 6-15.

GentryDesign, the Del Monte Trophy Race Group, and TotalExpo are producing a visual celebration of the era with exhibits featuring artwork and archival photographs. We will be staging backdrops to showcase the five cars that won the original races during The Monterey Car Week at the Concours and at Laguna Seca's Rolex Monterey Motorsports Reunion.

DEL MONTE TROPHY RACING GROUP - ROB MANSON, MARCUS BICKNELL

TOTAL EXPO - JON LECARNER

GENTRYDESIGN - DAVID GENTRY

www.machinemadness.biz
david@gentrydesign.com
415-640-0917

DESIGN DOCUMENT: VERSION 2.6



PEBBLE BEACH ROAD RACES CELEBRATION 70

DEL MONTE TROPHY RACING GROUP
TOTALExpo
GENTRYDesign

WINNER'S CIRCLE DISPLAY

ALL THE CARS THAT PLACED FIRST IN THE RACES - 1950 - 1956

1950 - Jaguar XK120 Roadster

Driver - Phil Hill

1951/52 - Allard J2

Bill Pollack

1953 - Ferrari 250 MM Vignale Spyder

Phil Hill

1954 - Ferrari 340 MM Vignale Spyder

Sterling Edwards

1955/56 - Ferrari 750 Monza Scaglietti Spyder

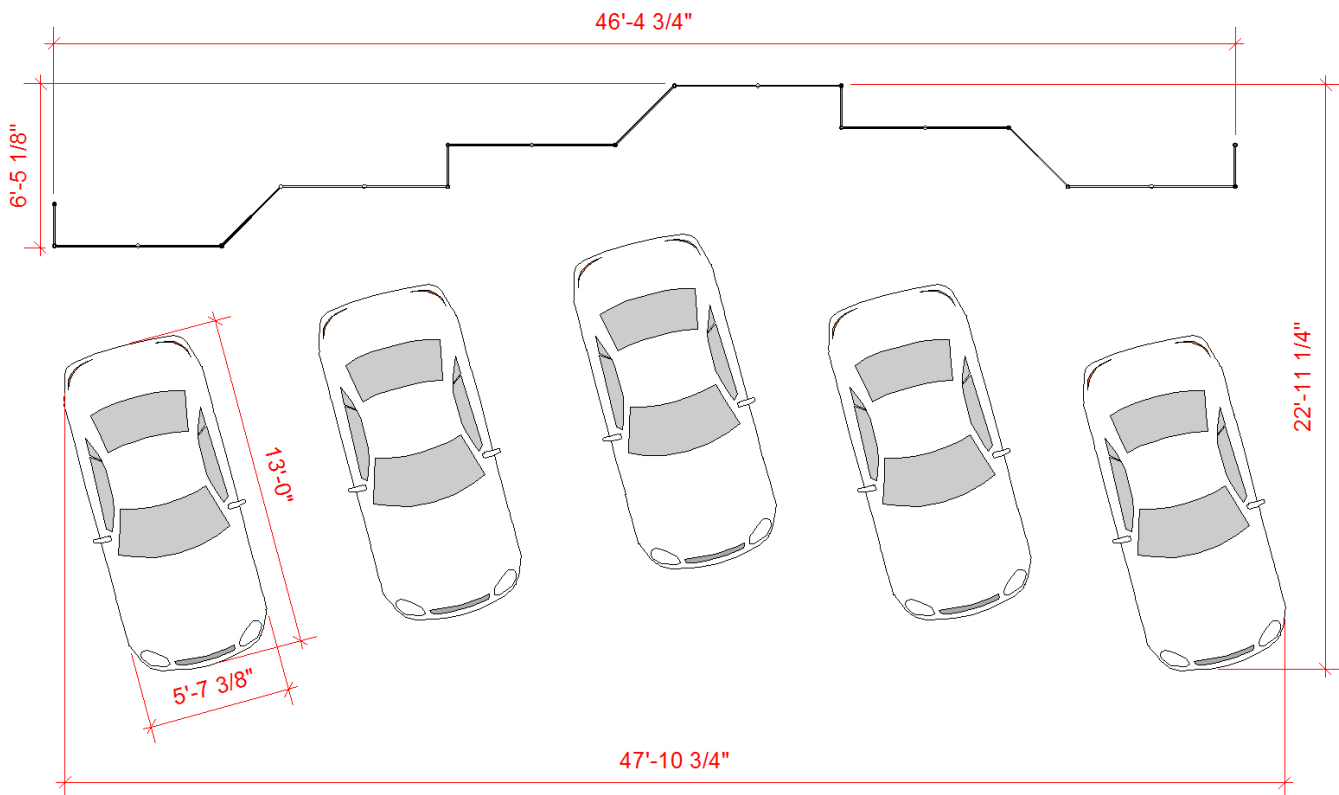
55 - Phil Hill / 56 - Carroll Shelby



- PEBBLE BEACH ROAD RACERS 70TH ANNIVERSARY DISPLAY
- Graphic Backdrop for Sports Cars that won the original Pebble Beach Road Races
- On location at Concours d'Elegance entry and Laguna Seca Rolex Monterey Motorsports Reunion



DEL MONTE TROPHY RACING GROUP - ROB MANSON, MARCUS BICKNELL
 TOTAL EXPO - JON LECARNER
 GENTRY DESIGN - DAVID GENTRY
www.machinemadness.biz
david@gentrydesign.com
 415-640-0917

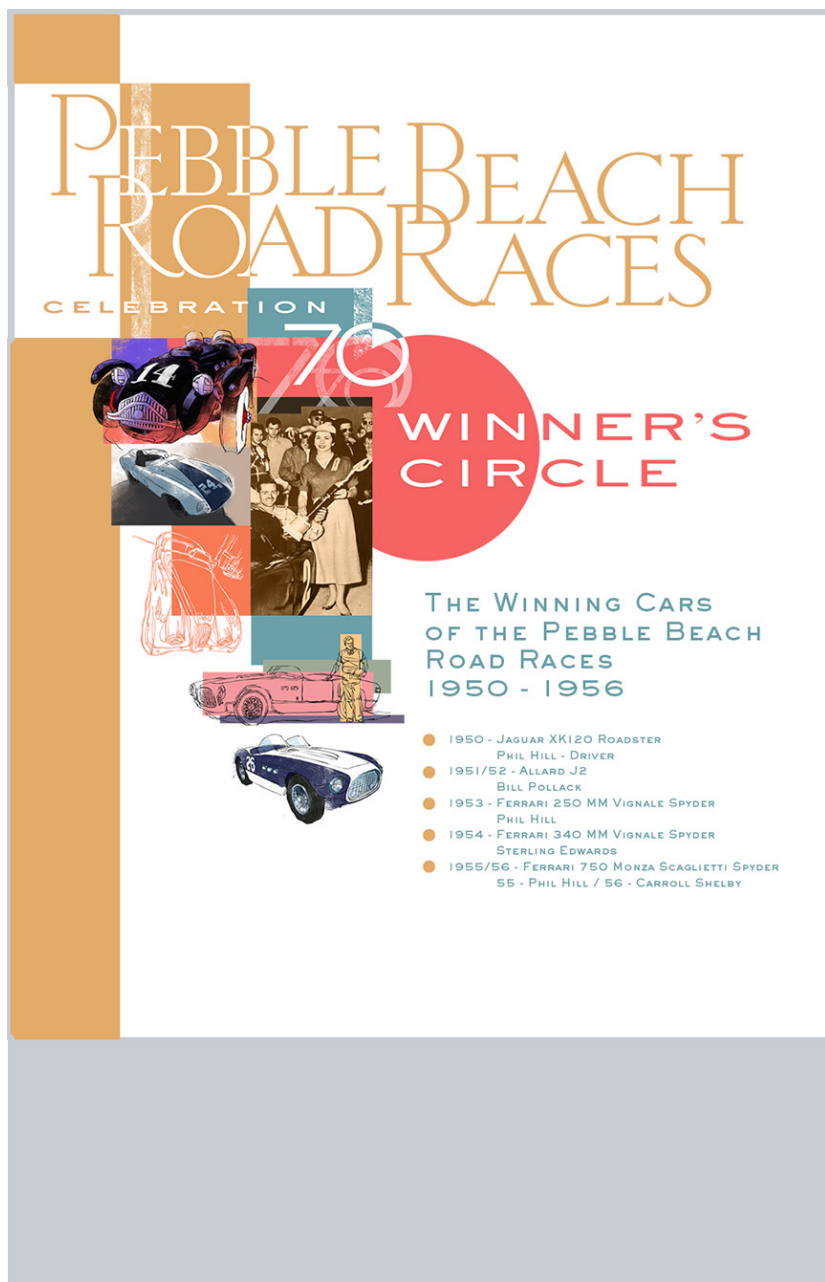


Gentlemen, The attached samples are based on using 1 meter wide by 8ft tall sections of aluminum framework. I would be hesitant to go higher than 8ft if we are in any areas that do not have some sort of natural wind block. David, we can separate the panel sections, change the dimensions, etc. For example, we could go with 1.5 meters wide for the "Pebble" panel and then vary the size for the vehicle descriptions. We can of course break these up and not have a continuous wall, although it would be more stable to connect the dots.

The cost estimate is based on two equal displays....one at Pebble and one at the track. If the panel count changes, we adjust accordingly. For the paddock display, I estimated 10 pieces in total here, so just let me know what you had in mind. I thought we could use ½ Foam core, with a heavy base for these....quick and easy.

The labor is a N/C item as we discussed. The transportation would depend on the total amount of material (and the budget) and whether it could share space with the Devin in my box trailer. If not, we can send one of the crew up in a van. I am available the rest of the afternoon to discuss. Cheers,

Jon M. LeCarner 1161 Sandhill Ave., Unit A Carson, CA 90746
(310)320-4203 P - (310)320-4265 F - www.totalexpo.com



PANEL 1 - PEBBLE BEACH ROAD RACES - CELEBRATION 70 WINNERS CIRCLE

The Winning Cars of the Pebble Beach Road Races 1950 - 1956

1950 - Jaguar XK120 Roadster

Driver - Phil Hill

1951/52 - Allard J2

Bill Pollack

1953 - Ferrari 250 MM Vignale Spyder

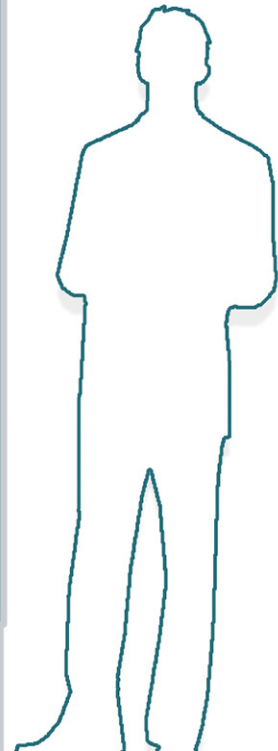
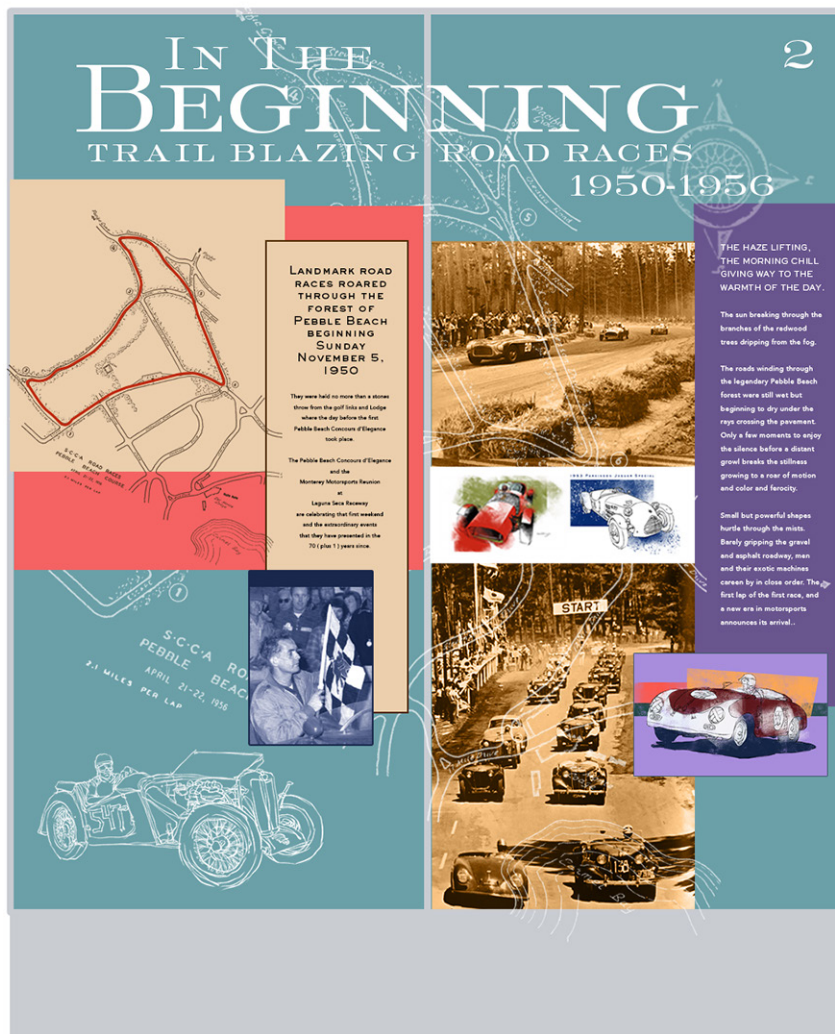
Phil Hill

1954 - Ferrari 340 MM Vignale Spyder

Sterling Edwards

1955/56 - Ferrari 750 Monza Scaglietti Spyder

55 - Phil Hill / 56 - Carroll Shelby



PANEL 2 - IN THE BEGINNING TRAIL BLAZING ROAD RACES - 1950-1956

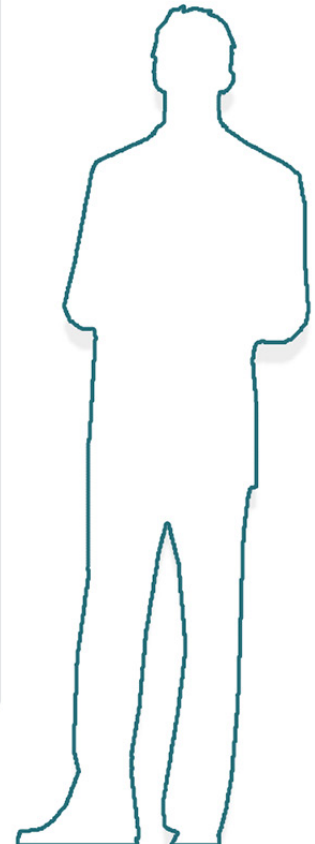
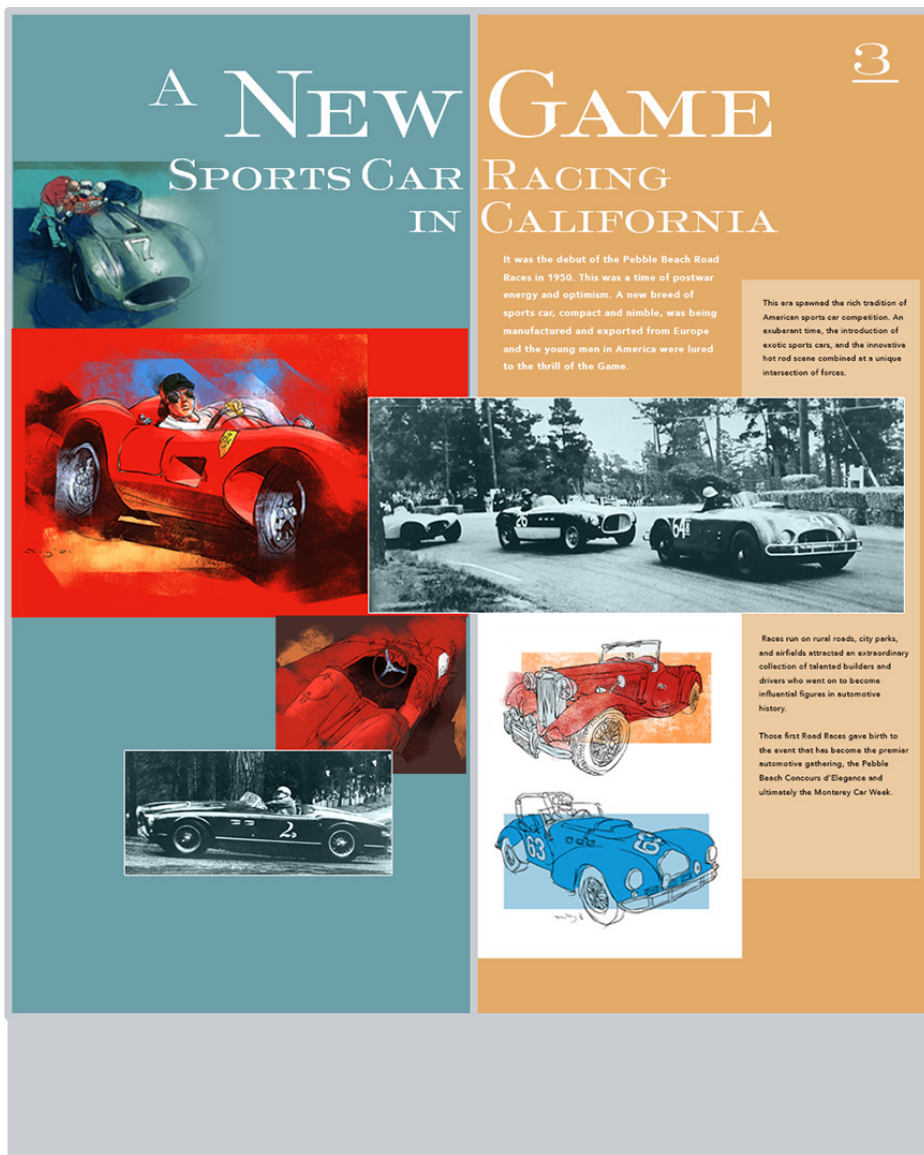
Landmark road races roared through the forest of Pebble Beach beginning Sunday November 5, 1950. They were held no more than a stones throw from the golf links and Lodge where the day before the first Pebble Beach Concours d'Elegance was held.

THE HAZE LIFTING - The morning chill giving way to the warmth of the day. The sun breaking through the branches of the redwood trees dripping from the fog.

The roads winding through the legendary Pebble Beach forest were still wet but beginning to dry under the rays crossing the pavement. Only a few moments to enjoy the silence before a distant growl breaks the stillness growing to a roar of motion and color and ferocity.

Small but powerful shapes hurtle through the mists. Barely gripping the gravel and asphalt roadway, men and their exotic machines careen by in close order. The first lap of the first race, and a new era in motorsports announces its arrival.

The Pebble Beach Concours d'Elegance and the Monterey Motorsports Reunion at Laguna Seca Raceway are celebrating that first weekend and the extraordinary events that they have presented in the 70 (plus 1) years since.

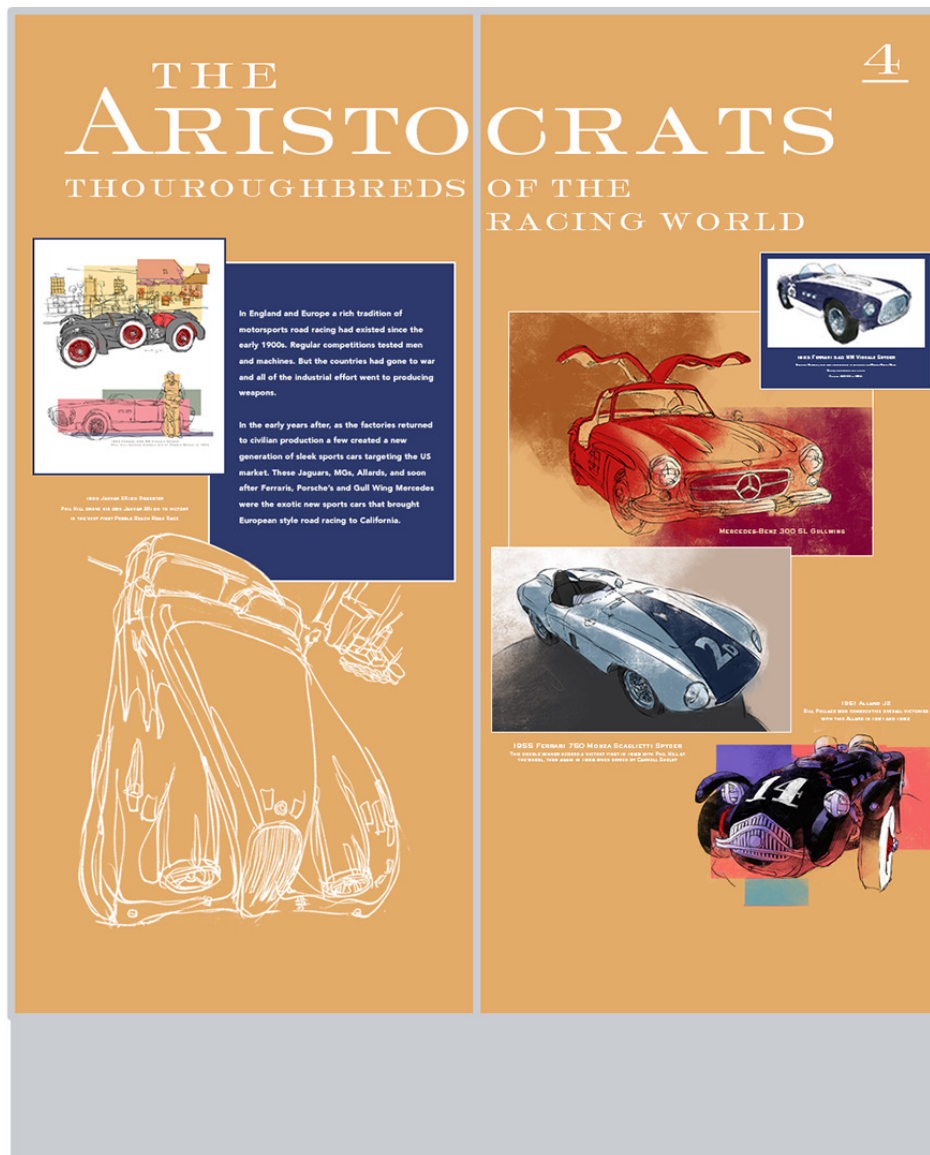


PANEL 3 - A NEW GAME SPORTS CAR RACING IN CALIFORNIA

It was the debut of the Pebble Beach Road Races in 1950. This was a time of postwar energy and optimism. A new breed of sports car, compact and nimble, was being manufactured and exported from Europe and the young men in America were lured to the thrill of the Game.

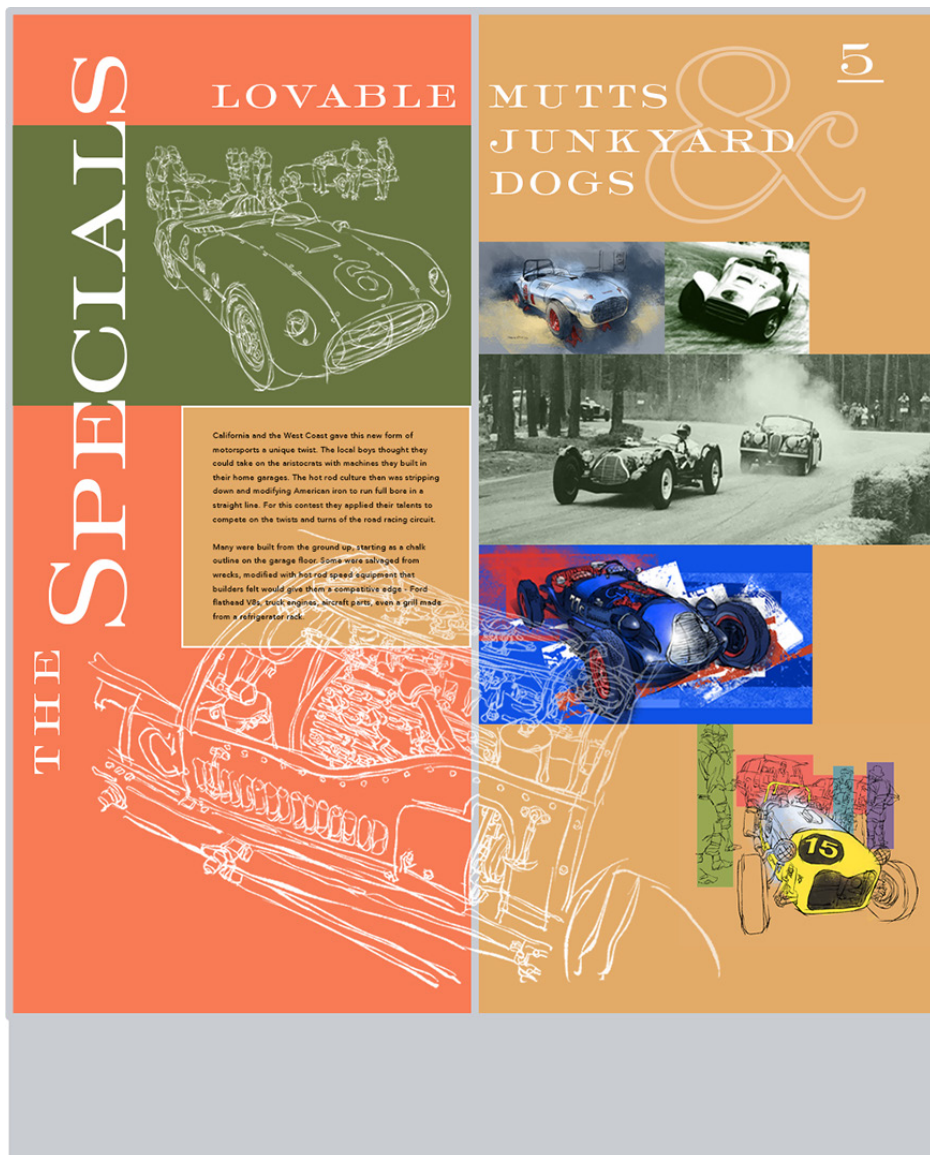
This era spawned the rich tradition of American sports car competition. An exuberant time, the introduction of exotic sports cars, and the innovative hot rod scene combined at a unique intersection of forces. Races run on rural roads, city parks, and airfields attracted an extraordinary collection of talented builders and drivers who went on to become influential figures in automotive history.

Those first Road Races gave birth to the event that has become the premier automotive gathering, the Pebble Beach Concours d'Elegance and ultimately the Monterey Car Week.



PANEL 4 - THE ARISTOCRATS THOROUGHBREDS OF THE RACING WORLD

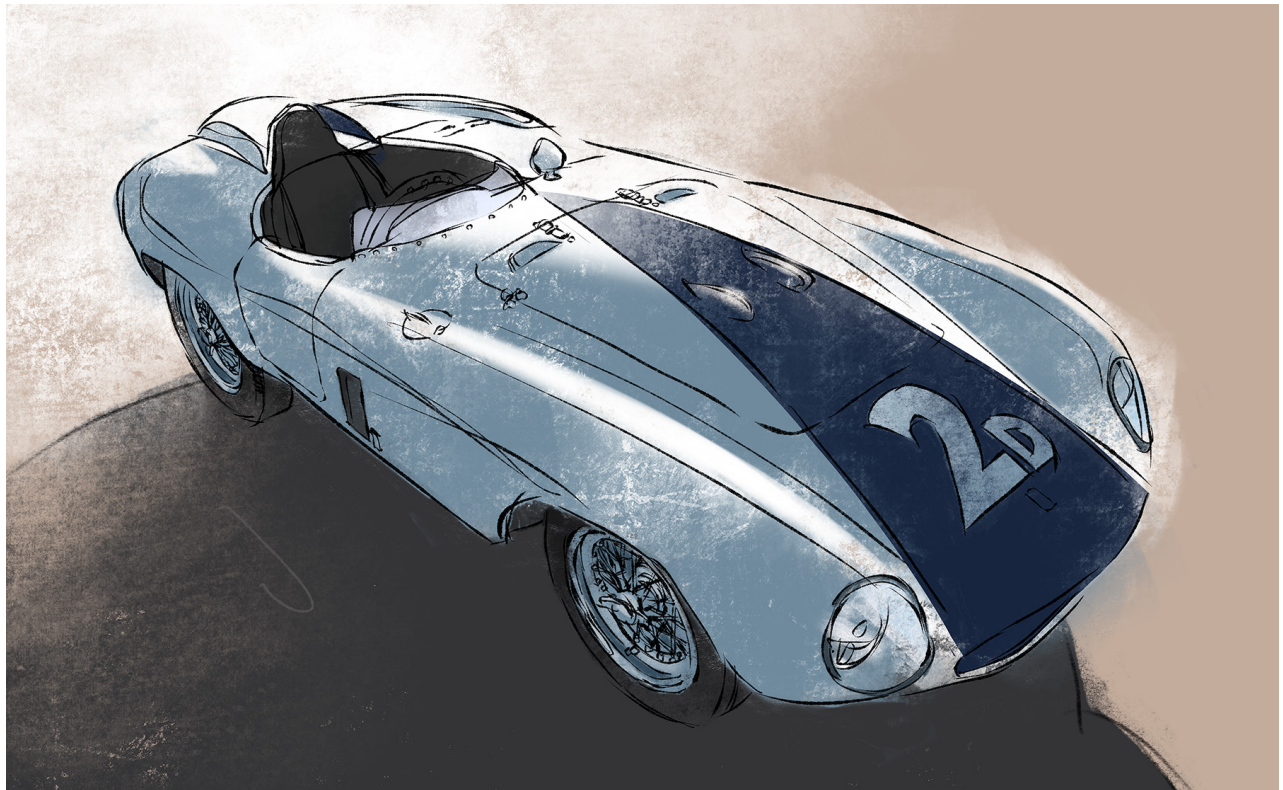
In England and Europe a rich tradition of motorsports road racing had existed since the early 1900s. Regular competitions tested men and machines. But the countries had gone to war and all of the industrial effort went to producing weapons. In the early years after, as the factories returned to civilian production a few created a new generation of sleek sports cars targeting the US market. These Jaguars, MGs, Allards, and soon after Ferraris, Porsche's and Gull Wing Mercedes were the exotic new sports cars that brought European style road racing to California.



PANEL 5 - THE SPECIALS LOVABLE MUTTS AND JUNKYARD DOGS

California and the West Coast gave this new form of motorsports a unique twist. The local boys thought they could take on the aristocrats with machines they built in their home garages. The hot rod culture then was stripping down and modifying American iron to run full bore in a straight line. For this contest they applied their talents to compete on the twists and turns of the road racing circuit.

Many were built from the ground up, starting as a chalk outline on the garage floor. Some were salvaged from wrecks, modified with hot rod speed equipment that builders felt would give them a competitive edge - Ford flathead V8s, truck engines, aircraft parts, even a grill made from a refrigerator rack.



1955 FERRARI 750 MONZA SCAGLIETTI SPYDER

THIS DOUBLE WINNER SCORED A VICTORY FIRST IN
1955 WITH PHIL HILL AT THE WHEEL, THEN AGAIN IN
1956 WHEN DRIVEN BY CARROLL SHELBY

DEL MONTE TROPHY RACING GROUP

ROB MANSON
MARCUS BICKNELL

TOTAL EXPO
JON LECARNER

GENTRY DESIGN
DAVID GENTRY

www.machinemadness.biz
david@gentrydesign.com
415-640-0917