

TURNING BACK TIME

Canada's century-old 'hybrid' among classics on display at Cobble Beach auto show, [W22](#)

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WHEELS

CHEVROLET
CANADA WIDE
CLEARANCE

HUGE SELECTION, ALL 2014 MODELS
(excluding Corvette)

0% UP TO
PURCHASE FINANCING **84**
MONTHS**

See legal below.

PRE-OWNED
WHEELS
2010-2013 Subaru Legacy
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» WHEELS

> 2014 COBBLE BEACH CONCOURS D'ELEGANCE



GERRY MALLOY FOR THE TORONTO STAR

This rare 1936 Delahaye Type 135 Competition Court "Teardrop Coupe," with body by Figoni et Falaschi, won Best in Show and the People's Choice awards at Cobble Beach.

1936 Delahaye sweeps top two awards

Spectacular cars a sight for sore eyes at second annual ultra-car show

GERRY MALLOY
SPECIAL TO THE STAR

OWEN SOUND, ONT.—It's not often at judged Concours events that the Best in Show and People's Choice awards go to the same car.

The authenticity and detailed craftsmanship that sway judges in their choice of Best in Show may not always evoke the raw emotional response that steers spectators to their

People's Choice selection.

But at the 2014 Cobble Beach Concours d'Elegance, the two were one and the same.

Extremely rare and equally as stunning in its design and restoration, the sheer presence of the winning 1936 Delahaye Type 135 Competition Court "Teardrop Coupe," with body by Figoni et Falaschi, could not be denied.

It took both top awards, as well as best in its own class.

It was far from without competition, however. While cloudy skies and chilly weather may have de-

tered some spectators from attending, the quality of vehicles on the show field was undiminished.

More than 100 vehicles, all worthy winners in their own right, each had its own tale to tell.

They ranged in vintage from the 1867 Seth Taylor Steam Buggy — arguably Canada's first car — to a 2014 Paganì Huayra supercar that was judged to be the Most Outstanding postwar vehicle.

The breadth of entries was equally impressive, from a full class of Grand Classic Cadillacs, including some with V-16 engines, to another of mid-

century micro-cars — Bond Bugs, BMW Isettas, tandem-seat Messerschmitts, a Vespa car (who knew?) and the like.

From the brass era — so called because most automotive fittings were made of brass, before chrome plating became the norm — a British-built Daimler TC-48 distinguished itself not only with its elegant design and spectacular finish but with the plume of smoke it left behind wherever it went.

The car was powered by a Knight sleeve-valve engine, popular in its day, which relied heavily on its con-

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sumption of oil to keep the sleeves lubricated.

There were race cars, too, of contrasting types and vintages.

A sleek 1968 Lotus 59/69 Formula 3/Atlantic open wheeler, owned by former Canadian Driving Champion Bill Brack, won the class.

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A feast for the eyes at Cobble Beach Concours

AWARDS from W22

Other entries included a 1966 Lola T70 Mk II Can Am car, a genuine 1965 Cobra 427 S/C and an unrestored 1921 Studebaker Big Six Racer.

Eye-candy abounded throughout the 16 classes on the field. Depending on your preference, your eyes could feast on one of the hot rod class cars, which included both modern and traditional entries; or perhaps on the chrome queens of the 1950s, such as a gargantuan 1958 Cadillac Fleetwood Special.

Among the many muscle car entries was a pumpkin orange 1969 Camaro Z/28 Rally Sport with black vinyl top — identical in every detail to one in which I explored the limits of my driving abilities as a youth.

Could it be the same car?

There were Corvettes in abundance, representing the first three generations of America's sports car. A bright red 1955 model, with its mesh-covered headlamps, stood out from the crowd as did a class-winning 1965 Sting Ray coupe with a 396 cubic-inch engine — '65 being the first year the big-block was offered in the 'Vette.

Apart from the Delahaye, my personal favourite in terms of eye candy was a red and black 1930 Auburn boat-tail speedster that looked stunning from any angle. A close second for me, however was a 1930 Cord L-29 coupe from the Antique Automobile Club of America Museum, displayed in the Museum Car tent at the entrance to the main show grounds.

New for this year, the Museum Class featured cars normally seen only in those settings. Unique among the entries was a 1914 Galt Gasoline Electric — arguably Canada's first hybrid car — from the Canadian Automotive Museum in Oshawa.

Another historic Canadian car was one of two 1939 McLaughlin Buick limousines custom built by General Motors of Canada for that year's Royal Tour of Canada by King George VI and Queen Elizabeth — a car literally fit for a king. It normally resides at the Canada Science and



GERRY MALLOY PHOTOS FOR THE TORONTO STAR

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Technology Museum in Ottawa.

For fans celebrating Mustang's 50th anniversary, the Detroit Historical Society brought the 1963 Ford Mustang II concept car. Much sleeker than the ultimate production Mustang, it gave the public its first sense of what that car might look like when introduced in 1964.

As was the case for the inaugural event last year, the 2014 Cobble Beach Concours d'Elegance was superbly organized with a spectacular cast of cars of true Concours quality. It has now put Canada firmly on the list of North America's must-attend Concours.

If only the weather weren't so Canadian. wheels@thestar.ca



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