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drivenworld



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HISTORY

YOU PROBABLY DIDN'T KNOW

THE WHO'S WHO OF THE L.A. AUTO INDUSTRY

REVOLUTION L'AUTOMOBILE

Story by Mike Grudt | Photos by Greg Grudt

A few years ago, the Inaugural Invitational Westlake Village Concours was held at the amazing 2,200 acre private estate of David H. Murdock, Ventura Farms. The past two years the event was held at the Four Seasons Resort in Westlake Village. This year the event was rebranded as the "Revolution de L'Automobile" and held at the stunning Sherwood Country Club in Lake Sherwood. The theme for 2017 was to honor the 70 year anniversary of Ferrari.

Since Southern California experienced such an excess of rainy weather this year and the forecast on the day of the event was a chance of rain, we weren't sure what to expect. Since many parts of the United States deal with rain during their car events on a regular basis we figured the organizers had the details worked out just in case. Luckily the weather consisted of only partial clouds with no rain when we arrived so it worked out well.

Rev Auto (an event such as this must have a shortened name for ref-

erence) is more about quality than quantity and is on par with the very few top tier local annual car events. The focus is on the enjoyment of the finer things in life with like-minded individuals, many of whom most likely don't attend a car event on a weekly basis. The venue was a perfect blend of upscale ambiance with the manicured gardens and beautiful green hills surrounding the Georgian Style estate design of the Sherwood Country Club. Inside the various rooms there was a silent auction, upscale real estate and luxury

goods retailers and Westlake Ferrari Dealership, so you could actually order a new Ferrari at the event if you chose to. Inside the spacious dining area was a Grammy winning Jazz trio adding to the atmosphere and a few cars on display around the room with amazing views out of the enormous picture windows.

Upon entering the long driveway entrance we were greeted by a select group of vehicles on either side of the circular drive. On the left were some new McLaren's and some various Ferrari's and the right side was



mostly classic American and a few European cars. There were a few other vehicles outside the building and surrounding areas. Some of the Ferraris were a 1958 Ferrari 250GT LWB California Spyder, a 1952 Ferrari 212/225 Barchetta by Touring Superleggera (a gift from Enzo Ferrari to Henry Ford), a 1968 Ferrari 330 GTC, a 1991 Ferrari F40, a late model Ferrari 599 GTO and a 1968 Ferrari 330 GTS. It was a nice mix of classic and a few newer Ferrari vehicles.

Some of the other vehicles were

an Alfa-Romeo 6C 2300B Mille Miglia Berlinetta (with Argentina license plates), a 1928 Auburn 8-115 "Boat tail" Speedster, a Delahaye 135M by Van Leersum, and a 1934 Auburn V12 Model 1250 Phaeton. A few other vehicles of note were a 1954 Nash-Healy LeMans Coupe by Pininfarina, a Porsche 356A 1600 S Speedster, a 1958 Mercedes-Benz 300 SL Roadster and one of my all-time favorites a 1954 Mercedes-Benz 300 SL "Gull wing". Most of the vehicles were from the United States and Europe. Japan may have gotten

off to a later start in the "car scene", but they have progressed greatly over the past few decades. At this event there were two classic examples from Japan. There was the "first" sports car from that country, a 1967 Toyota Sports 800 and also an iconic 1968 Toyota 2000 GT in the rare (1 of 61) left-hand drive configuration. A few years ago a Toyota 2000 GT was the first Japanese car to reach a value of \$1,000,000 so this car was not out-of-place at Rev Auto.

For a first effort (or the fourth based on how this event is perceived)

Rev Auto displayed some very special and unique automobiles, provided great food and company among beautiful surroundings. The event was considered a big success by those guests I spoke with. The event organizers also donate a portion of the proceeds to benefit local charitable organizations. I wish them well in future years.

