



There aren't many places where you have to pull up in your jet to go car shopping. But as these photos show, the annual McCall's Motorworks Revival (formerly known as "Cars and Cigars") at the Monterey Jet Center is one spot where the Citations and G4's take a back seat to the earthbound rides on display.

Hosted by automotive historian Gordon McCall, the event held each year during Pebble Beach Concours d'Elegance fills two hangars with some of the world's most expensive automobiles, and then brings in some spiffy old birds for eye candy. This year's crowd of 2,800 was treated to the sight of Reggie Jackson's 1941 Willys Hot Rod next to a rare P-38; a 427 Ford Shelby Cobra parked under the nose of a Piaggio P-180 Avanti; and Danny Sullivan's 1972 Porsche Carrera RS sharing hangar space with a 2008 Roush 427R Mustang. Steve McQueen's 1963 Ferrari Lusso, which has undergone some 4,000 hours of restoration, stole much of

the attention of serious collectors, who sized it up for the next day's Christie's car auction. (We hear a bidding war involving Herb Chambers — see "Best Excuse . . . No. 16," page 32 — ended with an anonymous phone bidder snaring it for a record \$2.3 million.)

With a male-to-female ratio of roughly 3-to-1, the crowd included sports legends, *Fortune* 100 CEOs and art-world high rollers. "Anyone with an enthusiasm for horsepower and elegance finds his way to meeting me and, in turn, becomes a part of this extraordinary evening," says McCall, who sends collectible invitations to the hand-picked attendees.

Raising funds for charity is another major focus of the event. With raffle items donated by vendors Embraer, Lexus, Bentley and Bombardier adding to the till generated by McCall and other patrons, the late-summer rite raised several Bugattis' worth for the California Highway Patrol 11-99 and the Naval Postgraduate School Foundations. Which is definitely worth the flight of admission. ■

PHOTOGRAPHS BY JIMMY NICOL

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NOT SO FREE PUBLICITY: (Clockwise from top left) A Zephyr and one of only three P-38s flying in the world; the party in full swing; a 1934 Ford Crown Victoria; a 1932 Hiboy owned by A-list hot-rodder Eric Zausner; a 1966 427 Cobra with a Piaggio P-180 Avanti; the 702-cubic-inch Blastolene V12 GMC No. 3 (Jay Leno has No. 1)



Best Excuse for
Owning a Plane
#26

You Have an
Icarus Complex

Even when their feet are firmly planted on the ground, most pilots have their heads in the clouds. That altitude is a bit too low for NASA engineering manager Raymond Pages — much of his attention is focused 22,320 miles up, where late next year a satellite he helped build will begin a five-year study of the sun.

A self-professed "gearhead," Pages is typical of the flight-happy culture at NASA where a huge percentage of the workforce are pilots and the rest just wish they were. Pages belongs to the first group, having earned his pilot's license in 1989. In his free time, he flies a Cessna 172, but on company time, he's strictly a King Air man. In fact, his nickname at the agency is "King Air Ray," after the small-but-speedy aircraft NASA uses for many of its corporate flights.

If he's successful, they may start calling him King Air Ra. The \$800 million SDO will soon start transmitting data that could be worth billions to the telecom industry by helping to predict disruptive solar storms. Meanwhile, back at Mission Operation, Pages will cull the findings in a control room that with its banks of screens and computers is but a few snug-fitting uniforms and elongated ears from looking just like the flight deck of a certain other deep-space mission. "It's as close as we could get to the *Starship Enterprise*," he says. ■



the scene
**FLY IN,
DRIVE OUT**

At one of the world's premier celebrations of cars, the hottest ticket is the one with valet jet parking. BY TERI BUHL