

# THE WALL STREET JOURNAL.

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## What's News

### Business & Finance

**TSMC**, the world's largest contract chip maker, is raising prices by as much as 20%, according to people familiar with the matter, a move that could result in consumers paying more for electronics. **A1**

◆ **Apple** announced changes to its App Store regulations that will allow software developers to tell customers about other ways to pay for services outside Apple's ecosystem, part of a proposed settlement of a class-action lawsuit. **B1**

◆ **BofA** unveiled its most significant executive shake-up in years, saying that operating chief Tom Montag and Anne Finucane, a vice chairman, will retire. **B8**

◆ **The hacker** who is taking responsibility for breaking into T-Mobile's systems said the wireless company's lax security eased his path into a cache of records. **B1**

◆ **Major U.S. stock indexes** posted declines, with the S&P 500 and Nasdaq both retreating 0.6% and the Dow industrials losing 0.5%. **B9**

◆ **ABC News' president** told staffers that she has requested an independent inquiry into how the network handled sexual-assault allegations against a former executive producer of "GMA." **B1**

◆ **Lordstown Motors** named Daniel Ninivaggi, a veteran auto-industry executive and onetime lieutenant to Carl Icahn, as its new CEO. **B1**

◆ **Axel Springer** agreed to buy Washington, D.C., publisher Politico, expanding the German publisher's portfolio of U.S.-based media holdings. **B2**

### World-Wide

◆ **More than 100 people** were killed, including at least 13 U.S. service members and 90 Afghans, at the Kabul airport when two blasts ripped through crowds trying to enter the American-controlled facility, disrupting the final push of the U.S.-led evacuation effort. Biden said the U.S. would seek retribution for the attacks, which officials attributed to Islamic State's regional offshoot. **A1, A4, A5, A7**

◆ **The Supreme Court** lifted the latest federal ban on evictions during the pandemic, a swift legal blow against a moratorium the Biden administration imposed this month despite questions about its legality. **A1**

◆ **Harris** said the Biden administration would continue to call out China for its aggressive maritime claims in the South China Sea but doesn't want a conflict with Beijing. **A16**

◆ **U.S. climate envoy** Kerry plans another trip to China next week, where he will press leaders to declare a moratorium on financing international coal-fired projects. **A16**

◆ **The U.S. Chamber** of Commerce and a Texas affiliate withdrew a suit filed to block parts of a federal rule requiring insurers and employers to disclose prices they pay for health-care services and drugs. **A3**

◆ **The police officer** who shot and killed Ashli Babbitt during the Jan. 6 attack on the U.S. Capitol revealed his identity in an NBC interview. Lt. Michael Byrd said he opened fire as a last resort. **A3**

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# Blasts Kill at Least 13 U.S. Troops



WAKIL KOHSAR/AGENCE FRANCE PRESSE/GETTY IMAGES

Women injured in the attack outside the airport in Kabul on Thursday arrive at a hospital for treatment.

More than 90 Afghans die at Kabul airport as explosions hit crowds seeking evacuation

More than 100 people were killed, including at least 13 U.S. service members and 90 Afghans, at the Kabul airport Thursday when two blasts ripped through crowds trying to enter the American-controlled facility, disrupting the final push of the U.S.-led evacuation effort.

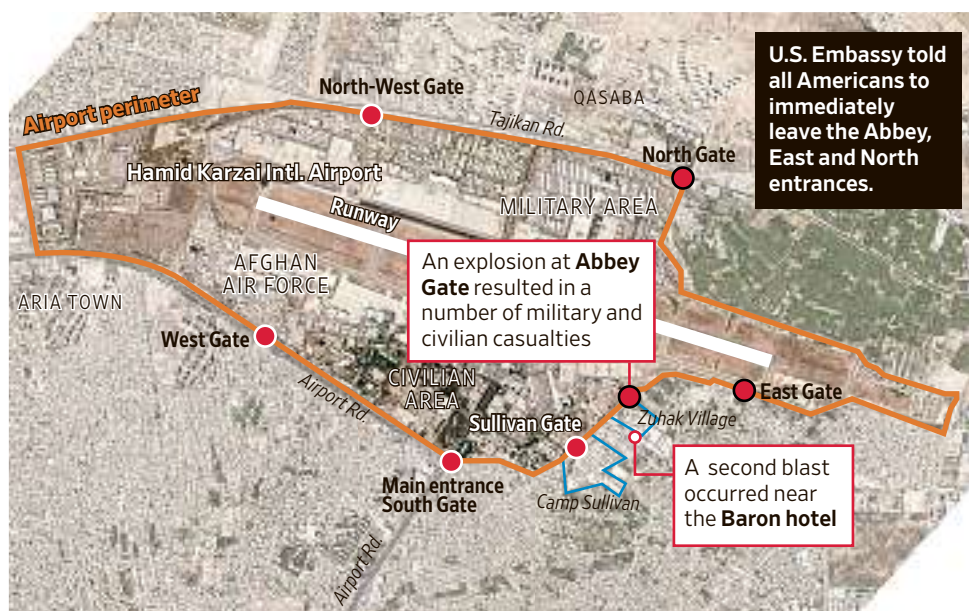
By Yaroslav Trofimov, Nancy A. Youssef and Sune Engel Rasmussen

A suicide bomb attack at the airport's Abbey Gate was followed by an assault by gunmen, officials said. Another bomb attack took place nearby, at a hotel outside the airport, officials said. Eighteen U.S. service members were injured, the Pentagon said.

The attack marked the deadliest day for the U.S. military in Afghanistan since 2011, and it came just five days before the Biden administration's deadline for the complete military withdrawal from the country. The

Please turn to page A7

◆ Treasury to allow aid groups to work despite sanctions... A4



Sources: Marine Corp Intelligence Activity (gates); PlanetLabs (satellite image)

## Bombings Reveal Hidden Afghan War

By ALAN CULLISON

Two days before he was shot dead by the Taliban, Abu Omar Khorasani, a onetime leader of Islamic State in Afghanistan, sat slumped in a dingy Afghan prison interview room, waiting for his soon-to-be executioners.

Mr. Khorasani saw the Taliban's advance as a harbinger for change. For years both organizations had sworn to rid Afghanistan of nonbelievers.

"They will let me free if

they are good Muslims," he told The Wall Street Journal in an interview.

When Taliban fighters seized Kabul last week, they took control of the prison, freed hundreds of inmates, and killed Mr. Khorasani and eight other members of his terror group.

Just as the Taliban has been fighting American coalition forces, the Taliban has been fighting American coalition forces.

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◆ Al Qaeda ally's power grows under Taliban..... A5

## Biden Decries Killings as Criticism Rises

WASHINGTON—President Biden said the U.S. would seek retribution for the attacks in Afghanistan that killed at least 13 American service members

By Andrew Restuccia, Alex Leary and Siobhan Hughes

and dozens of Afghans and promised to continue evacuation efforts.

"We will not forgive. We will not forget. We will hunt you down and make you pay," Mr. Biden said during remarks at the White House on Thursday evening as an already

fraught humanitarian and political crisis worsened.

Mr. Biden faced calls from some lawmakers to extend the mission in Afghanistan, but the president planned to stick with his Aug. 31 withdrawal deadline, according to advisers.

The president said he had instructed his military commanders to develop response plans to the attacks, including plans to strike assets, leadership and facilities of ISIS-K, the Afghan affiliate of Islamic State, to which the Pentagon attributed the attacks.

The U.S. evacuation effort

will move forward, Mr. Biden said, though he called the situation on the ground volatile. He said the effort wouldn't cease, even after troops are withdrawn, until any American who wants to get out is able to. Mr. Biden also said the U.S. would work to extract Afghan allies but noted the difficulty of guaranteeing that they could all be evacuated.

The attacks prompted an outpouring of criticism, mostly from Republican lawmakers.

House Minority Leader Kevin McCarthy (R., Calif.) said House Speaker Nancy

Pelosi (D., Calif.) should call the House back into session for a briefing by the administration and a vote on legislation to prevent the troop withdrawal until every American is out of Afghanistan.

"Mr. President, there is a clear choice before you now: Either rip up the August 31 deadline and defend evacuation routes—by expanding the perimeter around the Kabul airport or by retaking Bagram—or leave our people behind in your retreat," said Sen. Ben Sasse (R., Neb.), referring to the air base north of Kabul

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EVAN VUCCI/ASSOCIATED PRESS

Mr. Biden said of the terrorists, 'We will hunt you down.'

## Chip Provider To Boost Prices

The world's largest contract chip maker is raising prices by as much as 20%, according to people familiar with the matter, a move that could result in consumers paying more for electronics.

By Yang Jie, Stephanie Yang and Yoko Kubota

Taiwan Semiconductor Manufacturing Co. plans to increase the prices of its most advanced chips by roughly 10%, while less-advanced chips used by customers like auto makers will cost about 20% more, these people said. The higher prices will generally

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◆ The hot tub and the snarled supply chain..... A9

## Supreme Court Blocks Eviction Moratorium

By JESS BRAVIN AND BRENT KENDALL

WASHINGTON—The Supreme Court on Thursday lifted the latest federal ban on evictions during the Covid-19 pandemic, siding with landlords against a moratorium the Biden administration imposed this month despite questions about its legality. Three liberal justices dissented.

The Centers for Disease Control and Prevention has repeatedly renewed the eviction moratorium for millions of tenants affected by the pandemic, in large part to allow them to remain in their homes as state and local governments struggle to disburse some \$47 billion of rental assistance provided by Congress. The current order was set to expire Oct. 3; as of July 31, just \$4.7 billion of the rental assistance had reached landlords and tenants.

But in Thursday's unsigned opinion, the court's conservative majority said the tempo-

rary eviction ban exceeded the CDC's authority to combat communicable diseases, forcing landlords to bear the pandemic's costs.

"The moratorium has put...millions of landlords across the country, at risk of irreparable harm by depriving them of rent payments with no guarantee of eventual recovery," the court said. "Many landlords have modest means. And preventing them from evicting tenants who breach their leases intrudes on one of the most fundamental elements of property ownership—the right to exclude."

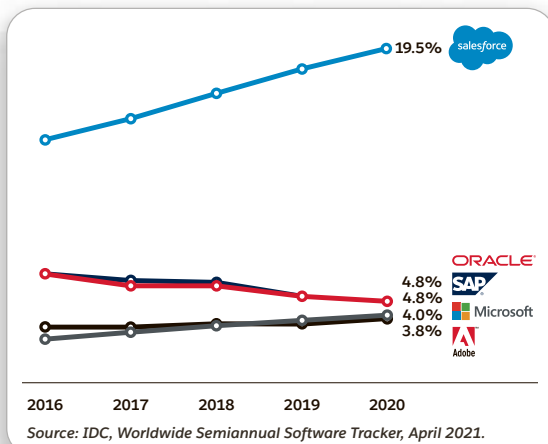
White House press secretary Jen Psaki called the decision disappointing, though President Biden had acknowledged the order was legally shaky.

"As a result of this ruling, families will face the painful impact of evictions, and communities across the country will face greater risk of exposure to Covid-19," Ms. Psaki

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## Salesforce. #1 CRM.

Ranked #1 for CRM Applications based on IDC 2020 Revenue Market Share Worldwide.



salesforce.com/number1CRM

CRM market includes the following IDC-defined functional markets: Sales Force Productivity and Management, Marketing Campaign Management, Customer Service, Contact Center, Advertising, and Digital Commerce Applications. © 2021 salesforce.com, inc. All rights reserved. Salesforce.com is a registered trademark of salesforce.com, inc., as are other names and marks.



LUXURY GARAGES

# MANSION



**Charge It**  
These owners have amped-up parking spaces for EVs. **M5**

**Garage Wars**  
Here's how to decide who gets those precious indoor spots. **M14**



HOMES | MARKETS | PEOPLE | REDOS | SALES

THE WALL STREET JOURNAL.

Friday, August 27, 2021 | **M1**

## The Great Garage Takeover



Homeowners are going beyond the extra room or home office to transform their under-utilized garages into welcoming spaces, such as an art studio, a bar for friends and neighbors, a classroom, a sports lounge

Dennis and Kathleen Klaeser turned one of the two garages at the Glenview, Ill., home they bought three years ago into a bike lounge.

By CANDACE TAYLOR

For two decades, financial adviser Tom West spent his free time painting in the basement of his Maryland home, next to the furnace and the washer and dryer. For almost as long, he dreamed of turning his property's detached two-car garage, seldom used for parking, into an art studio.

Then Covid hit, and Mr. West had far more time to paint and to finally start the project. He and his wife, Ann, spent about \$150,000 to transform the dilapidated garage into a light-filled art studio with a 14-foot cathedral ceiling to allow room for Mr. West's large-scale, abstract oil paintings. The project was completed in June.

"Since I started painting in natural light, I realized how deprived I was in my old space," said Mr. West, 64. "I was starting to see colors I had not realized were as brilliant as they were."

Cooled up during the pandemic, many homeowners transformed their garages into spaces that have nothing to do with cars—from home offices and gyms to ceramics workshops. Some of these conversions grew out of a necessity to add living quarters or to safely entertain friends and family, but others emerged from flights of fancy.

"People are getting creative with their space," said California Closets designer Justee Lundquist.

Until the pandemic, Ms. Lundquist said she had never worked on repurposing a garage, but

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Tom West and his wife, Ann, converted their garage into a studio where Mr. West can paint and display his artwork.

FROM TOP: EVAN JENKINS FOR THE WALL STREET JOURNAL; OLIVIA ADINIS GOUGH FOR THE WALL STREET JOURNAL



The carriage house Patrick Ahearn designed for Chris and Christina Ruggles in Wellesley, Mass., holds three of Mr. Ruggles's cars, including a Signal Orange 1984 Porsche 911 RSR Tribute.

## The Ultimate 'Carchitect'

Patrick Ahearn is known for his distinctive architectural style and his devotion to designing garages worthy of luxury car collectors

By NANCY KEATES

**WHEN PATRICK AHEARN** was growing up in Long Island in the 1950s and 1960s, he became obsessed with cars. He knew every model down to its hub caps, which he would render in intricate drawings.

But a high-school guidance counselor discouraged his dream of being a car designer, telling him he'd need to get an engineering degree, and suggested architecture instead.

Now, Mr. Ahearn, 71, is a nationally known architect, famous for



his many hundreds of often large, New England-style, classic houses that stylistically blend into the background on Martha's Vineyard,

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BOB O'CONNOR FOR THE WALL STREET JOURNAL (2)



MANSION | LUXURY GARAGES



The Garage Takeover

Continued from page M1 since Covid she has had about 10 requests to turn garages into home offices, man caves and more. “The garage is an open area where they can let their imaginations go wild,” she said. Many Americans have garage space they don’t use for cars, said UCLA urban-planning professor Donald Shoup. The excess stems from off-street parking requirements first instituted in the 1930s, he said, with cities requiring two, three or even four parking spaces for each home. Present-day cars, Mr. Shoup added, are far more durable than they were in the past and don’t need to be stored indoors, especially in warm climates.

In California, “no one parks their car in the garage,” said Caitlin Bigelow, co-founder of Maxable, a company that specializes in accessory dwelling units, or ADUs. “Everyone is using their garage for storage. People park in the driveway or on the street.”

Many cities are now eliminating off-street parking requirements out of concern for affordable housing and the environment, Mr. Shoup said. In 2017, California dropped its requirement that homeowners converting their garages into ADUs have two covered parking spaces.

The number of garage conversions accelerated during lockdown, when stir-crazy homeowners started to make changes. “It was something that kind of exploded,” Ms. Bigelow said, “with people saying, ‘I want more space on my property.’ ”

Josh and Juliet Friedman had never used their three-car garage for cars in the two years since they moved into their house in Orange County, Calif., parking in the driveway instead. So when preschool closed down during the pandemic, they decided to convert the garage into a classroom for their 3- and 5-year-old sons. They hired California Closets, working with Ms. Lundquist, to outfit the space with white and gray cabinets, shelving and other storage spaces, including locker-style cubbies. Then they added kid-size tables and chairs, bookshelves, and bins for toys and Legos. “We tried to emulate the preschool,” said Mr. Friedman, 41.

Another section of the garage was turned into a gym, with a Peloton bike and treadmill, a yoga area, a pull-up bar and a television.

“I love it,” said Ms. Friedman, who calls herself a Peloton addict. “I’m never going back to a gym.”

Finally, Mr. Friedman, a videographer, has a workbench with charging stations for his drones and cameras. The total cost of the project was roughly \$25,000, Mr.



Josh and Juliet Friedman converted their California garage into a classroom for their 3- and 5-year-old sons, adding child-size tables and chairs, and plenty of storage bins, shelves and cubbies. For the adults, the rest of the space became a yoga and exercise area, with gym equipment and a television.

Friedman said.

In addition to rarely using their Bethesda garage for parking, the Wests had never liked the look of

the circa-1960s structure. “The building had this horrible metal siding on it,” said Mr. West. “I’ve wanted to get rid of that for 20-

some years.”

They hired a friend, Stephen Gordon of InSite Builders & Remodeling, to tackle the conver-



The Wests took the opportunity when repurposing their garage to give it a more contemporary look. They removed metal siding, added large windows and installed sliding glass doors.

sion. InSite removed the siding and added large windows and sliding glass doors for abundant natural light, Mr. Gordon said. A low-heat LED lighting system has small but powerful light fixtures strung on a metal cable. Two walls are covered with a fiber-board called homasote, so Mr. West can tack his canvases directly onto the wall while he is painting.

“The whole look of the building is much more contemporary,” said Mr. West, who plans to host art shows and cocktail parties in the space.

Bored during Covid, Rich Joyce decided to put a television in his Natick, Mass., garage for a no-frills hang-out spot. Before he knew it, he had spent about \$5,000 to convert the garage into a pub, with a 4-foot wooden bar, a pinball machine and a sign dubbing it “Joycee’s Bar & Grill.” Now every Friday night his friends gather in the space, where custom-made Joycee’s coasters read: “Home Is Where the Bar Is.”

“Once we got going and there was nothing else to do, it took on a life of its own,” Mr. Joyce, 47, said of the project. “When you get time on your hands, it makes you a little more creative.”

Before Covid, he and his wife, Jennifer, had never used their garage for parking because their driveway can easily fit four cars. “It was a place to throw stuff,” he said of the space.

Mr. Joyce did nearly all the work himself. He built a subfloor and put in laminate flooring. The garage had “one lightbulb with a pull string,” he said, so an electrician friend rewired the space to accommodate two refrigerators, a television and ceiling fan, plus baseboard heating.

He added a panel of windows to the garage door for more ventilation and light, and cut a new door in the side of the building. The walls are clad in cedar paneling Mr. Joyce had left over from another project, interspersed with barn board for a decorative look. As the work progressed, friends contributed signs and other memorabilia for decoration; a neighbor gave him the pinball machine. “Around town, everybody knows about Joycee’s,” he said.

Once completed, the space lent itself to Covid socializing because the garage door can be opened for plenty of air circulation, Mr. Joyce said.

“It gave us an area where we could all hang out, and still see people,” he said.

No money is exchanged at Joy-



MANSION | LUXURY GARAGES



cee's, and visitors are encouraged to bring along a beverage to share. Mr. Joyce hosts events there, such as a friend's 50th birthday, and made Joyce's T-shirts to sell. He may even expand Joyce's in the future.

The Glenview, Ill., home that Dennis and Kathleen Klaeser bought three years ago had two garages, one of which they never used for cars.

"It was just sitting there as an extra storage space, completely underutilized," Mr. Klaeser said. An avid cyclist, Mr. Klaeser wanted to turn it into a bike lounge, where he could store his bikes and hang out with friends after rides.

The couple hired Morgante Wilson Architects to help them revamp the space. First, they removed the traditional garage door and replaced it with custom doors that swing open. Then they added a gas fireplace. "The fireplace completely transforms the space, so it no longer looks like a garage," said Mr. Klaeser, 63, a retired banker.

Aiming for an industrial look, Morgante Wilson installed ceiling beams made from wood reclaimed from an old barn in Wisconsin. They covered two of the interior walls with a brick veneer and the concrete floors with luxury vinyl tile, which gives the appearance of wood but could support a car if necessary. Mismatched furniture and rugs were selected to evoke a clubhouse feel, said Morgante Wilson co-founder Elissa Morgante.

"It looks like he collected this stuff over time," she said. A bright red Smeg refrigerator stores water, beer and wine.

The Klaesers' canoe hangs from the ceiling. Because bike storage was an important function of the space, the walls were specially reinforced to hold bike racks. Mr. Klaeser, who bikes about 100 miles a week, stores his five bicycles, as well as the tandem bike the couple bought "so my wife could keep up with me while we're biking," he quipped. The lounge also has some bikes displayed on the wall as decorative pieces. A dandelion-yellow bike was handmade by the famed framebuilder Dario Pegoretti. A blue one is a refurbished road bike that belonged to Mr. Klaeser's late father.

The total cost of the project was roughly \$40,000, Mr. Klaeser said.

The pair had come up with the idea before the pandemic, but the work didn't start until the summer of 2020. Once it was completed in December, "that's when we realized it had a lot more function than we had thought."

On cold winter days, they can entertain in the bike lounge with the doors and windows open,



Dennis and Kathleen Klaeser converted the second garage at their Illinois home into a bike lounge, where Mr. Klaeser could hang out with friends after rides. They replaced the traditional garage door, put vinyl tile on the floor and added beams of reclaimed wood and a fireplace.



Rich and Jennifer Joyce planned to put just a television in their Massachusetts garage, but expanded the project to create a home pub, with a 4-foot wooden bar, a pinball machine and a name: Joyce's.



warmed by the fireplace and hot drinks. "It worked very well during Covid," Mr. Klaeser said. "We could host friends and feel as

though we had the openness of an outdoor space but a little protection from the weather."

Ms. Morgante said her firm has

been busy adding amenities to houses as people make space for new hobbies or look to make their homes more comfortable. With no

end to the pandemic in sight, she said, "I think we're all just adjusting to the new normal of what this might look like."

FROM TOP: EVAN JEWINS FOR THE WALL STREET JOURNAL; ALEX GAGNE FOR THE WALL STREET JOURNAL; (5)



MANSION | LUXURY GARAGES



This Ahearn-designed car barn is attached to a house owned by real-estate broker Gerret Conover, below, in Edgartown on Martha's Vineyard.

Car obsessed to ‘carchitect’

*Continued from page M1*

Wellesley and up and down Cape Cod. His goal is to make the homes appear timeless and authentic, as if they have been there forever—to give them what he refers to as “implied history.”

His projects tend to look alike, and they are easily identifiable as his work. They often include large, luxurious car barns and carriage houses filled with vintage cars. Many of his clients are baby boomer men who share his automotive enthusiasm and become his friends.

“The garage has to be as nice as the rest of the house,” says David Malm, 57, managing partner of a private-equity firm, who has owned several homes and car barns designed by Mr. Ahearn. “You don’t want to go from a house with mill-work and brick into a garage with slab concrete and plaster on the walls. It’s jarring,” Mr. Malm says.

Mr. Malm’s Ahearn-designed, stand-alone car barn on Martha’s Vineyard is on a property he bought for around \$4 million in 2019. It has brick floors in a herringbone pattern, wood beams and a club-like area with leather chairs, a bar and a television and living spaces upstairs. He is currently renting it out, but usually he keeps his red 1971 MG there. He also has a carriage house in Dover, Mass., part of a \$2 million home renovation and new garage project, where he keeps his three Aston Martins. “They’re such beautiful cars. You have to put them somewhere nice,” he says.

Mr. Ahearn says the lines of his garages, like many of the homes he designs, are inspired by classic cars, with roof overhangs that nod to streamlined headlights and windows with frames like the teeth of a 1960 Corvette’s grille. He is inspired by the simple, timeless designs and the time period they represent. “The world was a better



He tells of one client, the CEO of a major office supply company, who drove a beat-up Toyota Corolla. “That told me a lot about how cheap he was,” says Mr. Ahearn. Throughout the design process, the client was always questioning the cost of the materials and fixtures. “I had to educate him on why it’s not just a vanilla box,” he says.

He recently asked the client if he still owned the Corolla. He did. “He says he’s just not a car guy,” says Mr. Ahearn, throwing up his hands.

Chris Ruggles, 52, a retired software engineer who is a car guy, hired Mr. Ahearn to design a 1,200-square-foot carriage house in Wellesley. He knew about Mr. Ahearn’s affinity for cars because every carriage house he liked was designed by him. “He has an easily recognizable style,” says Mr. Ruggles.

The one Mr. Ahearn designed for Mr. Ruggles, for about \$600,000, has brick floors, white beadboard walls, a high ceiling and leather chairs for hanging out. The exterior, with its dormers, shutters and shingled roof, makes it look like another house.

place in the 1950s,” he says.

He matches the car a person drives to the project he designs for them, using it as part of the narrative, or script, he creates for

how the person lives, which he says helps them pick appropriate fixtures and materials.

“I can tell a lot about a person by their car. Sometimes it deter-

mines whether I do their house or not,” says Mr. Ahearn, who has blue eyes, a thick mustache and wears button down shirts and blue blazers.



Mr. Ahearn designed this carriage house in a Dover, Mass. for David Malm, managing partner of a private equity firm. It holds his three Aston Martins and is attached to a house Mr. Ahearn renovated.



MANSION | LUXURY GARAGES



Mr. Ahearn's 2-acre compound in Wellesley, Mass., has three separate garage spaces. The carriage house, above, parks four of his most-prized of cars: a 1968 American Motors AMX in Matador Red (above far left), a 1956 Ford Thunderbird in Peacock Turquoise (above right), a 1953 Studebaker Commander in Regal Red and a 1964 Studebaker Avanti in turquoise.



The lower level of Mr. Ahearn's car barn is what he calls his sanctuary—where he works and hangs out, amid his 1964 356 C Porsche coupe and his 1958 365A Porsche Speedster.



The doors look like old-fashioned carriage-house doors but swing open automatically.

Mr. Ruggles likes to spend time sitting quietly in the carriage house, sometimes listening to music, just being around his Albert Blue 1970 Porsche 911E, his Signal Orange 1984 Porsche 911 RSR Tribute and his Old English White 1960 MGA Roadster.

"It's a Zen thing. It's relaxing," he says. His wife, Christina Ruggles, has recently started having dinner parties in the garage among the cars with her friends. "It's turned out to be a nice little event space," he says.

The parties that Martha's Vineyard real-estate broker and contractor Gerret Conover, 58, holds in his Ahearn-designed car barn in Edgartown on Martha's Vineyard are wilder: he dresses up mannequins and seats them in his silver 1967 Chevrolet Corvette convertible and his Pearl White 1967 Pontiac GTO.

In Mr. Conover's garage, which cost about \$450,000 to build, the signature Ahearn brick floors accommodate a car lift, the cathedral ceiling houses a massive chandelier, and the walls—premium grade pine with eight coats of varnish—are crowded with what he calls "automobilia": early to mid-20th century enamel and neon service station signs and vintage calendars. An old Mobil gas station pump and a soda machine complete the look.

Mr. Ahearn's own 2-acre compound in Wellesley has three separate garage spaces and revolves around a 1936 farmhouse he bought for \$525,000 in 1991 and renovated, adding two wings, all painted it in his signature Ahearn White (half Benjamin Moore Linen White, half Benjamin Moore China White).

In 2011, he bought an adjacent property for \$825,000 and built two new garage spaces, a carriage house and a car barn, for a total of around \$2 million. The carriage house's old-fashioned looking Es-

sex Green stable doors automatically swing open to reveal the four most-prized of his 18 cars (a number that's always changing, as he buys and sells them): a 1968 American Motors AMX in Matador Red, a 1956 Ford Thunderbird in Peacock Turquoise, a 1953 Studebaker Commander in Regal Red and a 1964 Studebaker Avanti in turquoise.

Mr. Ahearn's car barn is 4,000 square feet and has two stories and a loft. The lower level is what he calls his sanctuary—where he works and hangs out, amid his 1958 365A Porsche Speedster in Fjord Green, his 1964 356 C Porsche coupe in Dolphin Gray and his 1970 280 SL Mercedes-Benz in Beige Gray. Three leather chairs, a big flat-screen TV, an electric train set with a model Porsche dealership and dozens of little Porsche model cars, among a

sea of other car memorabilia, set the mood.

The intersection of car design and architecture, sometimes dubbed "carchitecture," goes back to when the first automobiles hit

**'I can tell a lot about a person by their car. Sometimes it determines whether I do their house or not,' says Mr. Ahearn.**

the road over a century ago, leaving a "lasting imprint on the design of our built environment," according to the introduction to the Museum of Modern Art in New York's current Automania ex-

hibit. Le Corbusier compared car design to that of ancient Greek temples, while Frank Lloyd Wright, who was obsessed with cars and designing spaces for them, incorporated garages into signature homes like the Robie House in Chicago and Fallingwater outside Pittsburgh.

Nowadays, architects design condo buildings around cars, such as the Porsche Design Tower in Sunny Isles Beach, Fla., where each of the 60 units has built-in parking in the apartment, separated from the living area by a glass wall to allow views of the vehicles.

Born in 1950, Mr. Ahearn grew up in Levittown, the planned production home community on Long Island developed by William Levitt that was composed of nearly identical Cape Cod and ranch-style houses created for GIs re-

turning from war. It was to the suburb what the Model T is to the car, says Mr. Ahearn: a pioneer of mass-produced good design that changed society. He credits the community for influencing his designs by making him appreciate the balance between density and scale and that warmth can accompany sparseness.

After graduating in 1973 from Syracuse University with undergraduate and graduate degrees in architecture, the first in his family to attend college, Mr. Ahearn packed up his lime green VW Bus and headed to Boston, where a girlfriend was attending law school. He was hired at Architects Collaborative in Cambridge and Benjamin Thompson & Associates, where he worked on the adaptive reuse of Faneuil Hall Marketplace.

In 1978, he started his own practice, converting buildings to condos in Boston's Back Bay and working on national and international hotel projects. He pivoted to renovating and building single family homes, expanding his now 21-person office to include Martha's Vineyard in the 1990s, where he has designed hundreds of homes. His projects, ranging between \$500,000 and \$5 million, now span the country and Canada.

His second and current wife, Marsha Ahearn, had three young children when they met in 1987 and drove what Mr. Ahearn describes as an unremarkable blue Volvo station wagon. He married her anyway in 1989. "I thought I could correct that," he says.

Mrs. Ahearn doesn't go into the garage spaces at her home in Wellesley very often. The series of 15 Chevrolet Suburbans she's owned stay in the driveway. That is partly for convenience: Since the carriage house and the car barn aren't connected to the house, they wouldn't help protect her in rain and snow.

But it's also that her cars just don't fit. "I don't get garage space," she says.



Chris Ruggles, below with his wife Christina, likes to sit in his carriage house surrounded by his Albert Blue 1970 Porsche 911E, his Signal Orange 1984 Porsche 911 RSR Tribute and his Old English White 1960 MGA Roadster.

